

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, [\$52,966,000, of which such sums as necessary shall be used to investigate anti-competitive practices in air transportation, enforce section 41712 of title 49, and report to Congress by the end of the fiscal year on its progress to address anticompetitive practices, and] \$56,136,000, of which not to exceed \$40,000 shall be available as the Secretary may determine for allocation within the Department for official reception and representation expenses: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,000,000 in funds received in user fees [established to support the electronic tariff filing system]: *Provided further*, That none of the funds appropriated in this Act or otherwise made available may be used to maintain custody of airline tariffs that are already available for public and departmental access at no cost; to secure them against detection, alteration, or tampering; and open to inspection by the Department. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 General administration	53	51	56
00.02 Minority business resource center	2		
00.03 Systems development	1	1	
00.91 Total direct program	56	52	56
01.01 Reimbursable program	14	5	4
10.00 Total obligations	70	57	60
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	1	1	
22.00 New budget authority (gross)	70	57	60
23.90 Total budgetary resources available for obligation	71	58	60
23.95 New obligations	-70	-57	-60
24.40 Unobligated balance available, end of year:			
Uninvested balance	1		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	54	53	56
40.75 Reduction pursuant to P.L. 104-205	-1		
43.00 Appropriation (total)	54	52	56
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	8	5	4
68.10 Change in orders on hand from Federal sources	8		
68.90 Spending authority from offsetting collections (total)	16	5	4
70.00 Total new budget authority (gross)	70	57	60
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	13	6	5
72.95 Orders on hand from Federal sources	8	16	16
72.99 Total unpaid obligations, start of year	21	22	21
73.10 New obligations	70	57	60
73.20 Total outlays (gross)	-70	-58	-59
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	6	5	6
74.95 Orders on hand from Federal sources	16	16	16

74.99 Total unpaid obligations, end of year	22	21	22
Outlays (gross), detail:			
86.90 Outlays from new current authority	49	47	50
86.93 Outlays from current balances	13	6	5
86.97 Outlays from new permanent authority	8	5	4
87.00 Total outlays (gross)	70	58	59
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-8	-5	-4
88.95 Change in orders on hand from Federal sources	-8		
Net budget authority and outlays:			
89.00 Budget authority	54	52	56
90.00 Outlays	62	53	55

General administration.—This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	32	29	31
11.3 Other than full-time permanent	4	3	4
11.9 Total personnel compensation	36	32	35
12.1 Civilian personnel benefits	6	6	6
13.0 Benefits for former personnel		1	
21.0 Travel and transportation of persons	1		
25.2 Other services	10	12	15
31.0 Equipment	1		
41.0 Grants, subsidies, and contributions	2		
99.0 Subtotal, direct obligations	56	51	56
99.0 Reimbursable obligations	13	4	3
99.5 Below reporting threshold	1	2	1
99.9 Total obligations	70	57	60

Personnel Summary

Identification code 69-0102-0-1-407	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	556	480	478
1005 Full-time equivalent of overtime and holiday hours	2	2	2
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	39	31	19

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$5,574,000. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct program	6	6	6
10.00 Total obligations	6	6	6

General and special funds—Continued

OFFICE OF CIVIL RIGHTS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0118-0-1-407	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	6
23.95 New obligations	-6	-6	-6
New budget authority (gross), detail:			
40.00 Appropriation	6	6	6
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			1
73.10 New obligations	6	6	6
73.20 Total outlays (gross)	-5	-5	-6
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		1	1
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	5	5
86.93 Outlays from current balances			1
87.00 Total outlays (gross)	5	5	6
Net budget authority and outlays:			
89.00 Budget authority	6	6	6
90.00 Outlays	5	5	6

This appropriation finances the costs of a Departmental Civil Rights office. This office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	1996 actual	1997 est.	1998 est.
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
99.0 Subtotal, direct obligations	5	5	5
99.5 Below reporting threshold	1	1	1
99.9 Total obligations	6	6	6

Personnel Summary

Identification code 69-0118-0-1-407	1996 actual	1997 est.	1998 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	79	76	70
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment		1	

MINORITY BUSINESS OUTREACH

For necessary expenses of the Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,635,000 shall remain available until September 30, [1998] 1999: *Provided*, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	3	3	3
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	3	3	3

23.95 New obligations	-3	-3	-3
New budget authority (gross), detail:			
40.00 Appropriation	3	3	3
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			2
73.10 New obligations	3	3	3
73.20 Total outlays (gross)	-1	-5	-3
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		2	
Outlays (gross), detail:			
86.90 Outlays from new current authority	1	3	3
86.93 Outlays from current balances		2	
87.00 Total outlays (gross)	1	5	3
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	1	5	3

Minority business outreach.—This activity provides contractual support to assist minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve Federal funding. It also provides support to historically black and hispanic colleges.

RENTAL PAYMENTS

For necessary expenses of the Office of the Secretary for rental of headquarters [and field] space, [not to exceed 8,580,000 square feet and for], related services assessed by the General Services Administration, [\$127,447,000: *Provided*, That of this amount, \$2,022,000 shall be derived from the Highway Trust Fund, \$39,113,000 shall be derived from the Airport and Airway Trust Fund, \$840,000 shall be derived from the Pipeline Safety Fund, and \$193,000 shall be derived from the Harbor Maintenance Trust Fund: *Provided further*, That in addition, for assessments by the General Services Administration related to the space needs of the Federal Highway Administration, \$17,294,000, to be derived from "Federal-aid Highways", subject to the "Limitation on General Operating Expenses"] and for department-wide facility security enhancements, \$10,567,000. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct program	90	86	11
01.01 Reimbursable program	64	63	
10.00 Total obligations	154	149	11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	156	149	11
22.30 Unobligated balance expiring	-1		
23.90 Total budgetary resources available for obligation	155	149	11
23.95 New obligations	-154	-149	-11
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	91	85	11
42.00 Transferred from other accounts	1	1	
43.00 Appropriation (total)	92	86	11
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	59	81	
68.10 Change in orders on hand from Federal sources	5	-18	
68.90 Spending authority from offsetting collections (total)	64	63	
70.00 Total new budget authority (gross)	156	149	11

Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance: Appropriation	-2	-9
72.95	Orders on hand from Federal sources	13	18
72.99	Total unpaid obligations, start of year	11	9
73.10	New obligations	154	149
73.20	Total outlays (gross)	-157	-158
Unpaid obligations, end of year:			
74.40	Obligated balance: Appropriation	-9	
74.95	Orders on hand from Federal sources	18	
74.99	Total unpaid obligations, end of year	9	
Outlays (gross), detail:			
86.90	Outlays from new current authority	92	86
86.93	Outlays from current balances	5	-9
86.97	Outlays from new permanent authority	60	63
86.98	Outlays from permanent balances		18
87.00	Total outlays (gross)	157	158
Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-59	-81
88.95	Change in orders on hand from Federal sources	-5	18
Net budget authority and outlays:			
89.00	Budget authority	92	86
90.00	Outlays	97	77

In 1996 and 1997, payments to GSA for headquarters and field space rental and related services for all modes are consolidated into this account. Beginning in 1998, all GSA rental payments are included in the modal budgets, therefore, this account includes funding only for OST utilized space and related services and department-wide facility security enhancements.

Object Classification (in millions of dollars)

Identification code 69-0117-0-1-407	1996 actual	1997 est.	1998 est.
23.1 Direct obligations: Rental payments to GSA	90	86	11
99.0 Reimbursable obligations: Subtotal, reimbursable obligations	64	63	
99.9 Total obligations	154	149	11

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, and development activities, to remain available until expended, **[\$3,000,000] \$6,008,000.** (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Transportation policy and planning	3	3	4
00.02 Systems development	5	1	2
00.91 Total direct program	8	4	6
01.01 Reimbursable program	1	1	
10.00 Total obligations	9	5	6
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	1	1	
22.00 New budget authority (gross)	8	4	6
23.90 Total budgetary resources available for obligation	9	5	6
23.95 New obligations	-9	-5	-6
24.40 Unobligated balance available, end of year:			
Uninvested balance	1		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	8	3	6

Permanent:			
Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	3	
68.10	Change in orders on hand from Federal sources	-2	
68.90	Spending authority from offsetting collections (total)	1	
70.00	Total new budget authority (gross)	8	4

Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance: Appropriation	1	2
72.95	Orders on hand from Federal sources	2	2
72.99	Total unpaid obligations, start of year	3	2
73.10	New obligations	9	5
73.20	Total outlays (gross)	-8	-5
Unpaid obligations, end of year:			
74.40	Obligated balance: Appropriation	2	3
74.95	Orders on hand from Federal sources	2	
74.99	Total unpaid obligations, end of year	2	2

Outlays (gross), detail:			
86.90	Outlays from new current authority	6	1
86.93	Outlays from current balances	2	1
86.97	Outlays from new permanent authority	1	
86.98	Outlays from permanent balances	2	
87.00	Total outlays (gross)	8	5

Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-3	
88.95	Change in orders on hand from Federal sources	2	

Net budget authority and outlays:			
89.00	Budget authority	8	3
90.00	Outlays	8	2

This appropriation finances systems development and those research activities and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies.

The program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Transportation policy and planning.—This research supports the development of transportation policy, coordination of national level transportation planning, and such issues as regulatory modernization, energy conservation, and environmental and safety impacts of transportation and provides departmental leadership on aviation economic policy and international transportation issues. Funding is requested to assess the need for seismic reinforcement of Department facilities.

Systems Development.—This activity funds system development of the departmentwide management systems to complete a Central Dockets Management System, and automate the department's rulemaking process.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	2	1
25.2	Other services	6	1
99.0	Subtotal, direct obligations	8	2
99.0	Reimbursable obligations	1	1
99.5	Below reporting threshold	2	1
99.9	Total obligations	9	5

General and special funds—Continued

**TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT—
Continued**

Personnel Summary

Identification code 69-0142-0-1-407	1996 actual	1997 est.	1998 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	25	15	12
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	4	2	3

OPERATION AND RESEARCH, OCST

Program and Financing (in millions of dollars)

Identification code 69-0108-0-1-407	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	4		
73.31 Obligated balance transferred to other accounts	-4		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

In 1996, the balance of this account was transferred to FAA Operations.

PAYMENTS TO AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0150-0-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	1		
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested balance	8	1	
22.00 New budget authority (gross)	-7	-1	
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	2		
23.95 New obligations	-1		
24.40 Unobligated balance available, end of year: Uninvested balance	1		
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded	-7	-1	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	3	3	
73.10 New obligations	1		
73.20 Total outlays (gross)		-3	
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	3		
Outlays (gross), detail:			
86.93 Outlays from current balances		3	
Net budget authority and outlays:			
89.00 Budget authority	-7	-1	
90.00 Outlays		3	

This program was funded out of the Airport and Airway Trust Fund in 1996 and 1997. Consistent with FAA reauthorization legislation enacted in 1996, the budget funds this as a mandatory program beginning in 1998.

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$124,812,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Operating expenses:			
Printing and graphics activities:			
00.01 Direct operating expenses	20		
00.02 Overhead expenses	1		
Support service activities:			
00.10 Direct operating expenses	22		
00.11 Overhead expenses	1		
Library services:			
00.20 Direct operating expenses	3		
Information resource management activities:			
00.30 Direct operating expenses	46		
00.31 Overhead expenses	2		
00.91 Total operating expenses	95		
Capital investment (purchase of equipment):			
01.04 Information resource management activities	3		
02.01 Service center activities		115	122
10.00 Total obligations	98	115	122
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested balance	17	9	9
22.00 New budget authority (gross)	88	115	122
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	108	124	131
23.95 New obligations	-98	-115	-122
24.40 Unobligated balance available, end of year: Uninvested balance	9	9	9
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	76	115	122
68.10 Change in orders on hand from Federal sources	12		
68.90 Spending authority from offsetting collections (total)	88	115	122
70.00 Total new budget authority (gross)	88	115	122
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	14	9	9
72.95 Orders on hand from Federal sources	27	39	39
72.99 Total unpaid obligations, start of year	41	48	48
73.10 New obligations	98	115	122
73.20 Total outlays (gross)	-88	-115	-122
73.45 Adjustments in unexpired accounts	-3		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	9	9	9
74.95 Orders on hand from Federal sources	39	39	39
74.99 Total unpaid obligations, end of year	48	48	48
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	88	115	122

Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-76	-115 -122
88.95	Change in orders on hand from Federal sources	-12	
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Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	13	

The Transportation Administrative Service Center finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed through negotiated agreements with Departmental operating administrations, and other governmental elements requiring the center's capabilities.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent	12	
12.1	Civilian personnel benefits	2	
13.0	Benefits for former personnel	2	
23.3	Communications, utilities, and miscellaneous charges	7	
25.2	Other services	64	
26.0	Supplies and materials	3	
31.0	Equipment	5	
99.0	Subtotal, direct obligations	95	
Reimbursable obligations:			
11.1	Personnel compensation: Full-time permanent	17	16
12.1	Civilian personnel benefits	3	3
13.0	Benefits for former personnel	2	2
21.0	Travel and transportation of persons	1	1
23.1	Rental payments to GSA		7
23.3	Communications, utilities, and miscellaneous charges	11	11
25.2	Other services	69	71
26.0	Supplies and materials	3	3
31.0	Equipment	8	7
99.0	Subtotal, reimbursable obligations	114	121
99.5	Below reporting threshold	3	1
99.9	Total obligations	98	115 122

Personnel Summary

Identification code 69-4520-0-4-407	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001	Full-time equivalent employment	259	
1005	Full-time equivalent of overtime and holiday hours	3	
Reimbursable:			
Total compensable workyears:			
2001	Full-time equivalent employment	325	305
2005	Full-time equivalent of overtime and holiday hours	3	3

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND-

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00	Total obligations (object class 41.0)		50
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		50
23.95	New obligations		-50
New budget authority (gross), detail:			
60.20	Appropriation (special fund, definite)		50
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Appropriation		
73.10	New obligations		50
73.20	Total outlays (gross)		-30

74.40	Unpaid obligations, end of year: Obligated balance:		
	Appropriation		20
Outlays (gross), detail:			
86.97	Outlays from new permanent authority		30
Net budget authority and outlays:			
89.00	Budget authority		50
90.00	Outlays		30

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees to be used for the Essential Air Service program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$100 million in overflight fees will be collected in 1998.

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM ACCOUNT

For the cost of direct loans, \$1,500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize gross obligations for the principal amount of direct loans not to exceed \$15,000,000. In addition, for administrative expenses to carry out the direct loan program, \$400,000. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01	Direct loan subsidy	2	2 2
10.00	Total obligations (object class 41.0)	2	2 2
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	2	2 2
23.95	New obligations	-2	-2 -2
New budget authority (gross), detail:			
40.00	Appropriation	2	2 2
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Appropriation	2	3
73.10	New obligations	2	2 2
73.20	Total outlays (gross)	-1	-5 -2
74.40	Unpaid obligations, end of year: Obligated balance:		
	Appropriation	3	
Outlays (gross), detail:			
86.90	Outlays from new current authority	1	2 2
86.93	Outlays from current balances		3
87.00	Total outlays (gross)	1	5 2
Net budget authority and outlays:			
89.00	Budget authority	2	2 2
90.00	Outlays	1	5 2
Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)			
Identification code 69-0155-0-1-407	1996 actual	1997 est.	1998 est.
Direct loan levels supportable by subsidy budget authority:			
1150	Direct loan levels	15	15 15
1159	Total direct loan levels	15	15 15
Direct loan subsidy (in percent):			
1320	Subsidy rate	10.00	10.00 10.00

Credit accounts—Continued

**MINORITY BUSINESS RESOURCE CENTER PROGRAM ACCOUNT—
Continued**

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)—Continued

Identification code 69-0155-0-1-407	1996 actual	1997 est.	1998 est.
1329 Weighted average subsidy rate	10.00	10.00	10.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority	2	2	2
1339 Total subsidy budget authority	2	2	2
Direct loan subsidy outlays:			
1340 Subsidy outlays	1	2	2
1349 Total subsidy outlays	1	2	2

Office of Small and Disadvantaged Business Utilization (OSDBU)/Minority Business Resource Center (MBRC).—The OSDBU/MBRC provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses (DBE/MBE/WBEs).

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

**MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING
ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4186-0-3-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Direct loans	8	15	15
00.02 Interest paid to treasury		1	1
10.00 Total obligations	8	16	16
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	7	4	4
22.00 New financing authority (gross)	11	16	16
22.60 Redemption of debt	-6		
23.90 Total budgetary resources available for obligation	12	20	20
23.95 New obligations	-8	-16	-16
24.40 Unobligated balance available, end of year:			
Uninvested balance	4	4	4
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)	14	14	14
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	6	16	16
68.47 Portion applied to debt reduction	-9	-14	-14
68.90 Spending authority from offsetting collections (total)	-3	2	2
70.00 Total new financing authority (gross)	11	16	16
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	2	4	3
73.10 New obligations	8	16	16
73.20 Total financing disbursements (gross)	-6	-16	-16
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	4	3	3
87.00 Total financing disbursements (gross)	6	16	16

Offsets:

Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources		-1	-1
88.40 Non-Federal sources	-6	-15	-15
88.90 Total, offsetting collections (cash)	-6	-16	-16

Net financing authority and financing disbursements:

89.00 Financing authority	5		
90.00 Financing disbursements	1		

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	15	15	15
1150 Total direct loan obligations	15	15	15
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	9	9	9
1231 Disbursements: Direct loan disbursements	6	15	15
1251 Repayments: Repayments and prepayments	-6	-15	-15
1290 Outstanding, end of year	9	9	9

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds

TRUST FUND SHARE OF RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-8066-0-7-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 23.2)	44	41	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	44	41	
23.95 New obligations	-44	-41	
New budget authority (gross), detail:			
Appropriation (trust fund, definite):			
40.26 Highway trust fund	2	2	
40.26 Airport and airway trust fund	42	39	
43.00 Appropriation (total)	44	41	
70.00 Total new budget authority (gross)	44	41	
Change in unpaid obligations:			
73.10 New obligations	44	41	
73.20 Total outlays (gross)	-44	-41	
Outlays (gross), detail:			
86.90 Outlays from new current authority	44	41	
Net budget authority and outlays:			
89.00 Budget authority	44	41	
Outlays:			
90.00 Outlays	2	2	
90.00 Outlays	42	39	

Trust fund payments to GSA for headquarters and field space rental and related services for 1996 and 1997 are consolidated in this account. Beginning in 1998, all GSA rental payments, including these trust-funded payments, are reflected in the modal budgets.

[PAYMENTS TO AIR CARRIERS]
[(LIQUIDATION OF CONTRACT AUTHORIZATION)]
[(AIRPORT AND AIRWAY TRUST FUND)]

[(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)]

[For liquidation of obligations incurred for payments to air carriers of so much of the compensation fixed and determined under subchapter II of chapter 417 of title 49, United States Code, as is payable by the Department of Transportation, \$25,900,000, to remain available until expended and to be derived from the Airport and Airway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs in excess of \$25,900,000 for the Payments to Air Carriers program in fiscal year 1997: *Provided further*, That none of the funds in this Act shall be used by the Secretary of Transportation to make payment of compensation under subchapter II of chapter 417 of title 49, United States Code, in excess of the appropriation in this Act for liquidation of obligations incurred under the "Payments to air carriers" program: *Provided further*, That none of the funds in this Act shall be used for the payment of claims for such compensation except in accordance with this provision: *Provided further*, That none of the funds in this Act shall be available for service to communities in the forty-eight contiguous States that are located fewer than seventy highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than two hundred and ten miles from the nearest large or medium hub airport: *Provided further*, That of funds provided for "Small Community Air Service" by Public Law 101-508, \$12,700,000 in fiscal year 1997 is hereby rescinded.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

PAYMENTS TO AIR CARRIERS
(RESCISSION OF CONTRACT AUTHORITY)

Of the budgetary resources [remaining available under this heading, \$1,133,000] *provided for "Small Community Air Service" by Public Law 101-508, for fiscal year 1998, \$38,600,000 are rescinded. (Department of Transportation and Related Agencies Appropriations Act, 1997.)*

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	23	26	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	1	2	2
22.00 New budget authority (gross)	23	26	
23.90 Total budgetary resources available for obligation	24	28	2
23.95 New obligations	-23	-26	
24.40 Unobligated balance available, end of year:			
Uninvested balance	2	2	2
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	23	26	
40.49 Portion applied to liquidate contract authority	-23	-26	
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)	39	39	39
66.35 Contract authority rescinded	-16	-13	-39
66.90 Contract authority (total)	23	26	
70.00 Total new budget authority (gross)	23	26	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	7	8	10
73.10 New obligations	23	26	
73.20 Total outlays (gross)	-22	-24	-10
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	8	10	
Outlays (gross), detail:			
86.90 Outlays from new current authority	15	16	
86.93 Outlays from current balances	7	8	10

87.00	Total outlays (gross)	22	24	10
Net budget authority and outlays:				
89.00	Budget authority	23	26	
90.00	Outlays	22	24	10

Status of Contract Authority (in millions of dollars)

Identification code 69-8304-0-7-402	1996 actual	1997 est.	1998 est.	
Contract authority:				
Contract authority:				
0200	Contract authority	39	39	39
0200	Contract authority	-16	-13	-39
0299	Total contract authority	23	26	
0400	Appropriation to liquidate contract authority	-23	-26	

This program will no longer be funded from the Airport and Airway Trust Fund in 1998. Consistent with FAA reauthorization legislation enacted in 1996, it is now funded as a mandatory program supported by Federal Aviation Administration user fees.

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules, including net transfers and proposed legislation.

[In millions of dollars]

	1996 actual	1997 est.	1998 est.
Budget authority:			
Operating expenses ¹	2,576	2,618	2,740
Acquisition, construction and improvements ²	362	375	370
Environmental compliance and restoration	21	22	21
Port safety development	15	5	
Alteration of bridges	16	16	0
Retired pay ³	580	612	646
Reserve training	62	66	65
Research, development, test and evaluation ⁴	18	19	19
Boat safety ⁵	30	45	55
Oil spill recovery, Coast Guard, (OSLTF) ⁶	52	62	61
Budget authority total net	3,731	3,840	3,977
Direct Obligations			
Operating expenses	2,573	2,619	2,740
Acquisition, construction, and improvements	369	384	387
Environmental compliance and restoration	20	23	21
Port safety development	15	5	
Alteration of bridges	16	16	0
Retired pay ³	579	612	646
Reserve training	61	66	65
Research, development, test, and evaluation	21	23	19
Boat safety	31	48	55
Oil spill recovery, Coast Guard, (OSLTF) ⁵	28	62	61
Obligation total net	3,713	3,860	3,994

Totals may not add due to rounding of details.

For comparability purposes this table includes:

¹ \$20 million in 1996 from the Boat Safety Account and \$25 million in 1996-98 from the Oil Spill Liability Trust Fund; \$300 million in 1996-98 from the Department of Defense.

² \$32.5 million in 1996, \$20 million in 1997, and \$20 million in 1998 from the Oil Spill Liability Trust Fund.

³ Includes \$4 million supplemental requested for FY 1997.

⁴ \$3.15 million in 1996, \$5.02 million in 1997 and \$3.5 million in 1998 from the Oil Spill Liability Trust Fund.

⁵ Mandatory funds of \$10 million in 1996, \$10 million in 1997, and \$20 million in 1998 pursuant of Title V, P.L. 102-587. \$35 million in 1998 is pursuant to proposed legislation.

⁶ \$50 million in 1996 for Emergency Fund (OSLTF) only.

Federal Funds

General and special funds:

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C.

General and special funds—Continued

OPERATING EXPENSES—Continued

402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; [\$2,319,725,000] \$2,740,000,000, of which \$300,000,000 shall be available for defense related activities and \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That the number of aircraft on hand at any one time shall not exceed [two hundred and eighteen] 221, exclusive of aircraft and parts stored to meet future attrition: *Provided further*, That none of the funds appropriated in this or any other Act shall be available for pay or administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0201-0-1-999	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	346	345	355
00.02 Aids to navigation	467	471	490
00.03 Marine safety	366	365	377
00.04 Marine environmental protection	280	281	292
00.05 Enforcement of laws and treaties	957	969	1,031
00.06 Ice operations	82	85	87
00.07 Defense readiness	75	104	108
00.91 Total direct program	2,573	2,620	2,740
01.01 Reimbursable program	64	85	87
10.00 Total obligations	2,637	2,705	2,827
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	2	2	
22.00 New budget authority (gross)	2,640	2,703	2,827
22.30 Unobligated balance expiring	-3		
23.90 Total budgetary resources available for obligation	2,639	2,705	2,827
23.95 New obligations	-2,637	-2,705	-2,827
24.40 Unobligated balance available, end of year:			
Uninvested balance	2		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	2,231	2,295	2,680
40.75 Reduction pursuant to P.L. 104-208		-2	
42.00 Transferred from other accounts	300	300	
43.00 Appropriation (total)	2,531	2,593	2,680
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	113	110	147
68.10 Change in orders on hand from Federal sources	-4		
68.90 Spending authority from offsetting collections (total)	109	110	147
70.00 Total new budget authority (gross)	2,640	2,703	2,827
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	577	586	690
72.95 Orders on hand from Federal sources	181	177	177
72.99 Total unpaid obligations, start of year	758	763	867
73.10 New obligations	2,637	2,705	2,827
73.20 Total outlays (gross)	-2,617	-2,601	-2,773
73.40 Adjustments in expired accounts	-16		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	586	690	744
74.95 Orders on hand from Federal sources	177	177	177
74.99 Total unpaid obligations, end of year	763	867	921
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,204	2,074	2,144

86.93 Outlays from current balances	300	417	482
86.97 Outlays from new permanent authority	109	110	147
86.98 Outlays from permanent balances	4		
87.00 Total outlays (gross)	2,617	2,601	2,773
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Department of Defense	-28	-27	-28
88.00 Other Federal sources	-76	-78	-114
88.40 Non-Federal sources	-5	-5	-5
88.45 Offsetting governmental collections	-4		
88.90 Total, offsetting collections (cash)	-113	-110	-147
88.95 Change in orders on hand from Federal sources	4		
Net budget authority and outlays:			
89.00 Budget authority	2,531	2,593	2,680
90.00 Outlays	2,504	2,491	2,626

To carry out its unique duties as a peacetime operating agency and one of the military services, the Coast Guard employs multipurpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas. The 1998 request provides for the safety of the public, and the Coast Guard's work force, with a continued emphasis on critical national security and law enforcement missions. For example, the request includes \$354 million for drug interdiction activities, an increase of \$34 million over 1997. An additional \$33 million for drug interdiction capital expenses is requested in the Acquisition, Construction, and Improvements account.

Legislation will be proposed to assess and collect fees from commercial maritime carriers to recover the Coast Guard's cost of providing domestic icebreaking services, beginning in fiscal year 1999. Such fees will not apply to fishing or recreational vessels.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	173	175	182
11.3 Other than full-time permanent	5	5	6
11.5 Other personnel compensation	6	6	6
11.7 Military personnel	1,052	1,058	1,088
11.8 Special personal services payments	3	3	3
11.9 Total personnel compensation	1,239	1,247	1,285
12.1 Civilian personnel benefits	44	45	47
12.2 Military personnel benefits	99	101	107
13.0 Benefits for former personnel	9	6	5
21.0 Travel and transportation of persons	81	79	82
22.0 Transportation of things	60	62	64
23.1 Rental payments to GSA			36
23.2 Rental payments to others	64	65	65
23.3 Communications, utilities, and miscellaneous charges	82	83	83
24.0 Printing and reproduction	6	6	6
25.1 Advisory and assistance services	3	7	3
25.2 Other services	102	105	110
25.3 Purchases of goods and services from Government accounts			1
25.4 Operation and maintenance of facilities	137	143	157
25.6 Medical care	107	113	114
25.7 Operation and maintenance of equipment	98	100	115
26.0 Supplies and materials	393	405	407
31.0 Equipment	42	45	46
32.0 Land and structures	6	6	6
42.0 Insurance claims and indemnities	1	1	1
99.0 Subtotal, direct obligations	2,573	2,619	2,740
99.0 Reimbursable obligations	64	86	87
99.9 Total obligations	2,637	2,705	2,827

Personnel Summary

Identification code 69-0201-0-1-999	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	4,400	4,483	4,475
1005 Full-time equivalent of overtime and holiday hours	88	89	89
1101 Full-time equivalent employment	35,064	35,649	35,643
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	69	64	67
2101 Full-time equivalent employment	114	152	152

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, **[\$374,840,000]** \$379,000,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which **[\$216,500,000]** \$186,900,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, **[2001; \$18,040,000]** 2002; \$26,400,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, **[1999; \$41,700,000]** 2000; \$49,700,000 shall be available for other equipment, to remain available until September 30, **[1999; \$52,350,000]** 2000; \$69,000,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, **[1999; and \$46,250,000]** 2000; and \$47,000,000 shall remain available for personnel compensation and benefits and related costs, to remain available until September 30, **[1998]** 1999. *Provided*, That funds received from the sale of **[the VC-11A and] HU-25** aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity: *Provided further*, That the Commandant may dispose of surplus real property by sale or lease and the proceeds of such sale or lease shall be credited to this appropriation *[Provided further*, That none of the funds in this Act may be obligated or expended to continue the "Vessel Traffic Service (VTS) 2000" Program: *Provided further*, That of the funds provided under this heading, \$1,000,000 is available only for a Coast Guard analysis of future VTS system requirements which minimizes complexity and is based upon an open system architecture maximizing use of off-the-shelf technology, to be conducted in cooperation with the maritime community and local organizations affected by the implementation of such systems.] of which not more than \$9,000,000 shall be credited as offsetting collections to this account, to be available for the purposes of this account: *Provided further*, That the amount herein appropriated from the General Fund shall be reduced by such amount so as to result in a final fiscal year 1998 appropriation from the General Fund of \$370,000,000: *Provided further*, That the estimated proceeds from the sale or lease of Coast Guard surplus real property shall be included in the budget baseline required by the Balanced Budget and Emergency Deficit Control Act of 1985, notwithstanding section 257(e) of the Act: *Provided further*, That any proceeds from the sale or lease of Coast Guard surplus real property in excess of \$9,000,000 shall be retained and remain available until expended, but shall not be available for obligation until October 1, 1998. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	48	49	51
00.02 Aids to navigation	110	115	114
00.03 Marine safety	32	34	34
00.04 Marine environmental protection	39	41	41
00.05 Enforcement of laws and treaties	99	102	104
00.06 Ice operations	33	34	34
00.07 Defense readiness	8	9	9
00.91 Total direct program	369	384	387
01.01 Reimbursable program		3	3
10.00 Total obligations	369	387	390

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested balance	226	224	215
22.00 New budget authority (gross)	362	378	382
22.10 Resources available from recoveries of prior year obligations	11		
22.30 Unobligated balance expiring	-7		
23.90 Total budgetary resources available for obligation	592	602	597
23.95 New obligations	-369	-387	-390
24.40 Unobligated balance available, end of year:			
Uninvested balance	224	215	207

New budget authority (gross), detail:

Current:			
40.00 Appropriation	329	355	350
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	45	23	32
68.10 Change in orders on hand from Federal sources	-12		
68.90 Spending authority from offsetting collections (total)	33	23	32
70.00 Total new budget authority (gross)	362	378	382

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	444	412	518
72.95 Orders on hand from Federal sources	67	55	55
72.99 Total unpaid obligations, start of year	511	467	573
73.10 New obligations	369	387	390
73.20 Total outlays (gross)	-394	-280	-314
73.40 Adjustments in expired accounts	-8		
73.45 Adjustments in unexpired accounts	-11		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	412	518	594
74.95 Orders on hand from Federal sources	55	55	55
74.99 Total unpaid obligations, end of year	467	573	649

Outlays (gross), detail:

86.90 Outlays from new current authority	56	60	60
86.93 Outlays from current balances	294	197	222
86.97 Outlays from new permanent authority	33	23	32
86.98 Outlays from permanent balances	11		
87.00 Total outlays (gross)	394	280	314

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-45	-23	-32
88.95 Change in orders on hand from Federal sources	12		

Net budget authority and outlays:

89.00 Budget authority	329	355	350
90.00 Outlays	350	257	282

The Acquisition, construction, and improvements (AC&I) appropriation provides for the acquisition, construction, and improvement of the vessels, aircraft, information management resources, shore facilities, and aids to navigation required to execute the Coast Guard's missions and achieve its performance goals.

Vessels.—In 1998, the Coast Guard will acquire multi-mission platforms that use advanced technology to reduce life cycle operating costs. The seagoing buoy tender, coastal patrol boat, motor lifeboat and buoy boat acquisitions will continue. The Deepwater capability replacement study will commence in 1998.

Aircraft.—In 1998, the Coast Guard will acquire assets that ensure safety in the performance of missions. The Traffic Alert and Collision Avoidance System (TCAS) project will be completed. Conversion of the HC-130 engines and improvements to the HH-65 helicopter will continue. In 1998, the Coast Guard will fund a project to preserve the capability of its Long Range Search aircraft.

Other Equipment.—In 1998, the Coast Guard will invest in numerous management information and decision support systems that will result in increased efficiencies, FTE reduc-

General and special funds—Continued

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS—Continued

tions, and operating and maintenance savings. The Marine Information for Safety and Law Enforcement (MISLE), National Distress System (NDS) and Communications System 2000 projects will continue. The software conversion project will be completed in 1998.

Shore Facilities.—In 1998, the Coast Guard will invest in modern structures that are more energy-efficient, comply with regulatory codes, and minimize follow-on maintenance requirements. Streamlining exit costs will continue to take priority in 1998.

Personnel and Related Costs.—Personnel resources will be utilized to execute the AC&I projects described above.

Object Classification (in millions of dollars)

Identification code 69-0240-0-1-403	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	14	17	17
11.7 Military personnel	19	20	19
11.9 Total personnel compensation	33	37	36
12.1 Civilian personnel benefits	3	3	3
12.2 Military personnel benefits	2	2	1
21.0 Travel and transportation of persons	5	3	3
22.0 Transportation of things	1	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	2
25.1 Advisory and assistance services	10	10	
25.2 Other services	70	90	60
26.0 Supplies and materials	19	33	34
31.0 Equipment	121	144	178
32.0 Land and structures	103	58	67
99.0 Subtotal, direct obligations	368	384	387
99.0 Reimbursable obligations	1	3	3
99.9 Total obligations	369	387	390

Personnel Summary

Identification code 69-0240-0-1-403	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	259	288	288
1005 Full-time equivalent of overtime and holiday hours	2	2	1
1101 Full-time equivalent employment	370	370	363

[PORT SAFETY DEVELOPMENT]

[For necessary expenses for debt retirement of the Port of Portland, Oregon, without further findings and determinations, \$5,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0247-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	15	5	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	15	5	
23.95 New obligations	-15	-5	
New budget authority (gross), detail:			
40.00 Appropriation	15	5	
Change in unpaid obligations:			
73.10 New obligations	15	5	
73.20 Total outlays (gross)	-15	-5	
Outlays (gross), detail:			
86.90 Outlays from new current authority	15	5	

Net budget authority and outlays:			
89.00 Budget authority	15	5	
90.00 Outlays	15	5	

This appropriation provided funds in 1996 and 1997 for the reduction of debt incurred by the Port of Portland, OR, from prior infrastructure development. No further appropriation is requested.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, **[\$22,000,000] \$21,000,000**, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations	20	23	21
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance		1	
22.00 New budget authority (gross)	21	22	21
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	22	23	21
23.95 New obligations	-20	-23	-21
24.40 Unobligated balance available, end of year:			
Uninvested balance	1		
New budget authority (gross), detail:			
40.00 Appropriation	21	22	21
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	18	15	21
73.10 New obligations	20	23	21
73.20 Total outlays (gross)	-22	-18	-19
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	15	21	23
Outlays (gross), detail:			
86.90 Outlays from new current authority	6	7	6
86.93 Outlays from current balances	16	11	13
87.00 Total outlays (gross)	22	18	19
Net budget authority and outlays:			
89.00 Budget authority	21	22	21
90.00 Outlays	22	18	19

The environmental compliance and restoration account provides resources to the Coast Guard to satisfy environmental compliance and restoration related obligations arising under chapter 19 of title 14 of the United States Code.

Object Classification (in millions of dollars)

Identification code 69-0230-0-1-304	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1 Full-time permanent	3	3	3
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	4	4	4
12.1 Civilian personnel benefits	1	1	1
21.0 Travel and transportation of persons	1	1	1
25.2 Other services	14	18	14
26.0 Supplies and materials			1
99.5 Below reporting threshold		-1	
99.9 Total obligations	20	23	21

Personnel Summary

Identification code 69-0230-0-1-304	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	58	53	53
1101 Full-time equivalent employment	11	2	2

[ALTERATION OF BRIDGES]

[For necessary expenses for alteration or removal of obstructive bridges, \$16,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	16	16	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	16	16	
23.95 New obligations	-16	-16	
New budget authority (gross), detail:			
40.00 Appropriation	16	16	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	33	44	32
73.10 New obligations	16	16	
73.20 Total outlays (gross)	-5	-28	-18
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	44	32	14
Outlays (gross), detail:			
86.90 Outlays from new current authority	4	4	
86.93 Outlays from current balances	1	24	18
87.00 Total outlays (gross)	5	28	18
Net budget authority and outlays:			
89.00 Budget authority	16	16	
90.00 Outlays	5	28	18

This appropriation provides the Government's share of the costs for altering or removing railroad bridges determined to be obstructions to navigation. Consistent with ISTEA legislation to be proposed, alteration of obstructive highway and railroad bridges will be eligible for funding from the Federal-Aid Highways program. The Coast Guard will continue to make the determinations as to whether any bridge presents an unreasonable obstruction to navigation, and to administer the program.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55); **[\$608,084,000] \$645,696,000.** (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Regular military personnel	481	507	539
00.02 Former Lighthouse Service personnel	1	1	1
00.03 Reserve personnel	29	28	34
00.04 Survivor benefit programs	13	15	15
00.05 Medical care	55	57	57
10.00 Total obligations	579	608	646

Budgetary resources available for obligation:

22.00 New budget authority (gross)	579	608	646
23.95 New obligations	-579	-608	-646

New budget authority (gross), detail:

40.00 Appropriation	579	608	646
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Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	56	65	85
73.10 New obligations	579	608	646
73.20 Total outlays (gross)	-569	-588	-635
73.40 Adjustments in expired accounts	1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	65	85	96

Outlays (gross), detail:

86.90 Outlays from new current authority	513	523	550
86.93 Outlays from current balances	56	65	85
87.00 Total outlays (gross)	569	588	635

Net budget authority and outlays:

89.00 Budget authority	579	608	646
90.00 Outlays	569	588	635

Summary of Budget Authority and Outlays

(in millions of dollars)

	1996 actual	1997 est.	1998 est.
Enacted/requested:			
Budget Authority	579	608	646
Outlays	569	588	635
Supplemental proposal:			
Budget Authority		4	
Outlays		4	
Total:			
Budget Authority	579	612	646
Outlays	569	592	635

This appropriation provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431-46) and survivor benefits plans (10 U.S.C. 1447-55); and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C., ch. 55).

The following tabulation shows the average number of personnel on the rolls during 1996 compared with estimated numbers for 1997 and 1998:

AVERAGE NUMBER

Category:	1996 actual	1997 est.	1998 est.
Commissioned officers	5,011	5,185	5,274
Warrant officers	4,097	4,168	4,255
Enlisted personnel	17,519	17,866	18,327
Former Lighthouse Service personnel	21	18	13
Reserve personnel	3,002	3,196	3,410
Total	29,650	30,433	31,279

Object Classification (in millions of dollars)

Identification code 69-0241-0-1-403	1996 actual	1997 est.	1998 est.
13.0 Benefits for former personnel	524	551	589
25.6 Medical care	55	57	57
99.9 Total obligations	579	608	646

RESERVE TRAINING

For all necessary expenses for the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; **[\$65,890,000] \$65,000,000.** (Department of Transportation and Related Agencies Appropriations Act, 1997.)

General and special funds—Continued

RESERVE TRAINING—Continued

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Initial training	1	1	1
00.02 Continuing training	35	40	39
00.03 Operation and maintenance of training facilities	9	8	8
00.04 Administration	16	17	17
10.00 Total obligations	61	66	65
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	62	66	65
22.30 Unobligated balance expiring	-1		
23.90 Total budgetary resources available for obligation	61	66	65
23.95 New obligations	-61	-66	-65
New budget authority (gross), detail:			
40.00 Appropriation	62	66	65
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	8	7	9
73.10 New obligations	61	66	65
73.20 Total outlays (gross)	-59	-64	-66
73.40 Adjustments in expired accounts	-3		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	7	9	9
Outlays (gross), detail:			
86.90 Outlays from new current authority	55	57	57
86.93 Outlays from current balances	4	7	9
87.00 Total outlays (gross)	59	64	66
Net budget authority and outlays:			
89.00 Budget authority	62	66	65
90.00 Outlays	59	64	66

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in event of conflict, national emergency, or natural and man-made disasters. The reservists maintain their readiness through mobilization exercises, and duty alongside regular Coast Guard members during routine and emergency operations. The 1998 Selected Reserve program level will support a fully funded strength of 7,600 reservists.

DAYS OF TRAINING

	1996 actual	1997 est.	1998 est.	1999 est.
Initial training: Initial active duty for training	18,608	37,746	36,668	36,668
Continuing training: Selected Reserve (with pay):				
Active duty training	84,564	87,233	85,500	85,500
Drill training	145,460	178,342	174,800	174,800
Other Ready Reserve (without pay):				
Active duty for training	1,980	2,000	2,000	2,000
Drill training	2,923	3,000	3,000	3,000

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1 Full-time permanent	3	3	3
11.7 Military personnel	43	47	47
11.9 Total personnel compensation	46	50	50
12.1 Civilian personnel benefits	1	1	1
12.2 Military personnel benefits	4	4	3
21.0 Travel and transportation of persons	2	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	4	3	3
26.0 Supplies and materials	2	3	3
31.0 Equipment	1	1	1
99.9 Total obligations	61	66	65

Personnel Summary

Identification code 69-0242-0-1-403	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	81	88	87
1005 Full-time equivalent of overtime and holiday hours	1	1	1
1101 Full-time equivalent employment	425	412	404

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, **[\$19,200,000]** \$19,000,000, to remain available until expended, of which **[\$5,020,000]** \$3,500,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	3	4	4
00.02 Aids to navigation	4	3	3
00.03 Marine safety	6	5	5
00.04 Marine environmental protection	3	3	3
00.05 Enforcement of laws and treaties	3	3	2
00.06 Ice operations	1	1	1
00.07 Defense readiness	1	1	1
00.91 Total direct program	21	20	19
01.01 Reimbursable program	1	1	1
10.00 Total obligations	22	21	20
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	6	4	
22.00 New budget authority (gross)	19	17	20
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	26	21	20
23.95 New obligations	-22	-21	-20
24.40 Unobligated balance available, end of year:			
Uninvested balance	4		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	15	14	16
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	5	6	4
68.10 Change in orders on hand from Federal sources	-1	-3	
68.90 Spending authority from offsetting collections (total)	4	3	4
70.00 Total new budget authority (gross)	19	17	20
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	17	13	12
72.95 Orders on hand from Federal sources	4	3	
72.99 Total unpaid obligations, start of year	21	16	12
73.10 New obligations	22	21	20
73.20 Total outlays (gross)	-25	-25	-21
73.45 Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	13	12	11
74.95 Orders on hand from Federal sources	3		
74.99 Total unpaid obligations, end of year	16	12	11
Outlays (gross), detail:			
86.90 Outlays from new current authority	8	7	8

86.93	Outlays from current balances	12	12	9
86.97	Outlays from new permanent authority	4	3	4
86.98	Outlays from permanent balances	1	3	.....
87.00	Total outlays (gross)	25	25	21
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-1	-3	.....
88.45	Offsetting governmental collections	-4	-3	-4
88.90	Total, offsetting collections (cash)	-5	-6	-4
88.95	Change in orders on hand from Federal sources	1	3	.....
Net budget authority and outlays:				
89.00	Budget authority	15	14	16
90.00	Outlays	20	19	16

The Coast Guard's Research and Development program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of Coast Guard's operating missions.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	1996 actual	1997 est.	1998 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	4	4	4
11.7	Military personnel	2	2	2
11.9	Total personnel compensation	6	6	6
12.1	Civilian personnel benefits	1	1	1
21.0	Travel and transportation of persons	1	1	1
23.2	Rental payments to others	1	.....	1
25.1	Advisory and assistance services	2	2	1
25.2	Other services	1	1	.....
25.5	Research and development contracts	7	7	8
26.0	Supplies and materials	1	1	1
99.0	Subtotal, direct obligations	20	19	19
99.0	Reimbursable obligations	1	1	1
99.5	Below reporting threshold	1	1	.....
99.9	Total obligations	22	21	20

Personnel Summary

Identification code 69-0243-0-1-403	1996 actual	1997 est.	1998 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	75	78	75
1101	Full-time equivalent employment	36	35	33

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in millions of dollars)

Identification code 69-4535-0-4-403	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
10.00	Total obligations (object class 26.0)	63	74	75
Budgetary resources available for obligation:				
21.90	Unobligated balance available, start of year: Fund balance	10	13	10
22.00	New budget authority (gross)	66	72	73
23.90	Total budgetary resources available for obligation	76	85	83
23.95	New obligations	-63	-74	-75
24.90	Unobligated balance available, end of year: Fund balance	13	10	8
New budget authority (gross), detail:				
68.00	Spending authority from offsetting collections (gross):			
	Offsetting collections (cash)	66	72	73

Change in unpaid obligations:				
72.90	Unpaid obligations, start of year: Obligated balance:			
	Fund balance	10	6	8
73.10	New obligations	63	74	75
73.20	Total outlays (gross)	-67	-72	-73
74.90	Unpaid obligations, end of year: Obligated balance:			
	Fund balance	6	8	10
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	66	72	73
86.98	Outlays from permanent balances	1	.....	.....
87.00	Total outlays (gross)	67	72	73
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-56	-56	-59
88.40	Non-Federal sources	-10	-16	-14
88.90	Total, offsetting collections (cash)	-66	-72	-73
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	2	.....	.....

The Coast Guard supply fund, in accordance with 14 U.S.C. 650, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length. The fund is normally financed by reimbursements from sale of goods.

COAST GUARD YARD FUND

Program and Financing (in millions of dollars)

Identification code 69-4743-0-4-403	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
00.01	Cost of goods sold	17	16	18
00.02	Other	37	34	32
00.91	Total operating expenses	54	50	50
01.01	Capital investment: Purchase of equipment	1	2	2
10.00	Total obligations	55	52	52
Budgetary resources available for obligation:				
21.90	Unobligated balance available, start of year: Fund balance	17	25	19
22.00	New budget authority (gross)	62	46	35
23.90	Total budgetary resources available for obligation	80	71	54
23.95	New obligations	-55	-52	-52
24.90	Unobligated balance available, end of year: Fund balance	25	19	1
New budget authority (gross), detail:				
68.00	Spending authority from offsetting collections (gross):			
	Offsetting collections (cash)	62	46	35
Change in unpaid obligations:				
72.90	Unpaid obligations, start of year: Obligated balance:			
	Fund balance	2	9	15
73.10	New obligations	55	52	52
73.20	Total outlays (gross)	-47	-46	-35
74.90	Unpaid obligations, end of year: Obligated balance:			
	Fund balance	9	15	32
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	62	46	35
86.98	Outlays from permanent balances	-15	.....	.....
87.00	Total outlays (gross)	47	46	35
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-62	-46	-35
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-15	.....	.....

Intragovernmental funds—Continued

COAST GUARD YARD FUND—Continued

This fund finances the industrial operation of the Coast Guard Yard, Curtis Bay, MD (14 U.S.C.). The yard finances its operations out of advances received from Coast Guard appropriations and other agencies for all direct and indirect costs.

ANALYSIS BY TYPE OF WORK

[Percent]

	1996 actual	1997 est.	1998 est.
Vessel repairs and alterations	62	60	52
Boat repairs and construction	3	7	8
Fabrication of special and miscellaneous items	35	33	40
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1 Full-time permanent	20	22	23
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	3	4	3
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	25	28	28
12.1 Civilian personnel benefits	5	7	7
23.3 Communications, utilities, and miscellaneous charges	2	1	1
25.2 Other services	4	3	3
26.0 Supplies and materials	17	11	11
31.0 Equipment	2	2	2
99.0 Subtotal, reimbursable obligations	55	52	52
99.9 Total obligations	55	52	52

Personnel Summary

Identification code 69-4743-0-4-403	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
2001 Full-time equivalent employment	597	632	632
2005 Full-time equivalent of overtime and holiday hours	48	39	39
2101 Full-time equivalent employment	24	24	24

Trust Funds

[BOAT SAFETY]

[AQUATIC RESOURCES TRUST FUND]

[For payment of necessary expenses incurred for recreational boating safety assistance under Public Law 92-75, as amended, \$35,000,000, to be derived from the Boat Safety Account and to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	31	47	20
00.02 Operating expenses: Coast Guard	20	1	35
10.00 Total obligations	51	48	55

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested balance	4	3	.....
22.00 New budget authority (gross)	50	45	70
23.90 Total budgetary resources available for obligation	54	48	70
23.95 New obligations	-51	-48	-55
24.40 Unobligated balance available, end of year:			
Uninvested balance	3	.....	15

New budget authority (gross), detail:

Current:			
40.26 Appropriation (trust fund, definite)	40	35	50

Permanent:			
60.26 Appropriation (trust fund, definite)	10	10	20
70.00 Total new budget authority (gross)	50	45	70

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	17	19	32
73.10 New obligations	51	48	55
73.20 Total outlays (gross)	-49	-35	-51
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	19	32	36

Outlays (gross), detail:

86.90 Outlays from new current authority	24	15	22
86.93 Outlays from current balances	18	11	15
86.97 Outlays from new permanent authority	4	4	8
86.98 Outlays from permanent balances	3	5	6
87.00 Total outlays (gross)	49	35	51

Net budget authority and outlays:

89.00 Budget authority	50	45	70
90.00 Outlays	49	35	51

Summary of Budget Authority and Outlays

(in millions of dollars)

Enacted/requested:	1996 actual	1997 est.	1998 est.
Budget Authority	50	45	70
Outlays	49	35	51
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	20
Outlays .....	.....	.....	9
Total:			
Budget Authority	50	45	90
Outlays	49	35	60

This account has historically provided financial assistance for the development and implementation of a coordinated national recreational boating safety program. Boating Safety statistics reflect the success in meeting the program's objectives. No discretionary appropriation is requested in 1998 from the Boat Safety Account of the Aquatic Resources Trust Fund. Federal funding for assistance to States will be provided under proposed reauthorization legislation that would make available a total of \$55 million in mandatory funds from the Aquatic Resources Trust Fund to the Secretary of Transportation for the Boating Safety State Grant program in 1998, including \$20 million transferred from the Sport Fish Restoration Account under the authority of Title V of the "Oceans Act of 1992" (P.L. 102-587).

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	1996 actual	1997 est.	1998 est.
25.3 Purchases of goods and services from Government accounts .....	.....	1	.....
41.0 Grants, subsidies, and contributions	31	47	20
92.0 Undistributed	20	.....	35
99.9 Total obligations	51	48	55

BOAT SAFETY

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8149-4-7-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	20
10.00 Total obligations (object class 41.0)	20

Budgetary resources available for obligation:

22.00 New budget authority (gross) .....	.....	.....	20
23.95 New obligations .....	.....	.....	-20

New budget authority (gross), detail:	
60.26	Appropriation (trust fund, definite) 20
Change in unpaid obligations:	
72.40	Unpaid obligations, start of year: Obligated balance:
	Appropriation 20
73.10	New obligations 20
73.20	Total outlays (gross) -9
74.40	Unpaid obligations, end of year: Obligated balance:
	Appropriation 11
Outlays (gross), detail:	
86.97	Outlays from new permanent authority 9
Net budget authority and outlays:	
89.00	Budget authority 20
90.00	Outlays 9

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99	Balance, start of year 687	766	745
Receipts:			
02.01	Excise Taxes, Sport Fish Restoration 277	304	290
02.02	Excise Taxes, Boat Safety 38	20	41
02.03	Customs duties, Sport Fish Restoration 32	29	30
02.04	Interest on investments 57	42	43
02.99	Total receipts 404	395	404
04.00	Total: Balances and collections 1,091	1,161	1,149
Appropriation:			
05.01	Sport fish restoration -275	-371	-352
05.02	Boat safety -50	-45	-20
05.03	Boat safety, legislative proposal -20		-20
05.99	Subtotal appropriation -325	-416	-392
07.99	Total balance, end of year 766	745	757

The Internal Revenue Code of 1954, as amended, and the Federal Boat Safety Act of 1971 (Public Law 92-75), as amended, have provided for the transfer of Highway Trust Fund revenue derived from the motor boat fuel tax and certain other taxes to the Aquatic Resources Trust Fund. In turn, appropriations are authorized from this fund to meet expenditures for programs specified by law. Excise tax receipts for the Sport Fish Restoration program include a portion of motorboat fuel tax receipts, plus receipts from taxes on sport fishing equipment, sonar and fish finders, and small engine fuel. Excise tax receipts for the Boat Safety program are a portion of motorboat fuel tax receipts. Legislation will be proposed to reauthorize the transfer of certain receipts into the Aquatic Resources Trust Fund.

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99	Balance, start of year 1,028	1,001	976
Receipts:			
02.01	Oil barrel fees 1		
02.02	Interest on investments 67	60	54
02.03	Fines and penalties 8	8	8
02.04	Recoveries 2	9	9
02.05	Transfers from the trans-Alaska pipeline liability fund 33		
02.06	Oil barrel fees, legislative proposal 34		296
02.07	Interest on investments, legislative proposal, not subject to PAYGO 2		
02.99	Total receipts 111	111	369
04.00	Total: Balances and collections 1,139	1,112	1,345

Appropriation:			
05.03	Trust fund share of expenses -61	-50	-49
05.04	Environmental Protection Agency -15	-15	-15
05.05	Minerals Management Service -6	-6	-6
05.07	Research and special programs administration -3	-3	-2
05.08	Corps of Engineers -1		
05.09	Oil spill recovery, Coast Guard -52	-62	-61
05.99	Subtotal appropriation -138	-136	-133
07.99	Total balance, end of year 1,001	976	1,212

The Omnibus Budget Reconciliation Act of 1989, Public Law 101-239, triggered collection of a 5 cent tax on each barrel of oil produced domestically or imported to be deposited into the Oil Spill Liability Trust Fund. Resources from the Oil Spill Liability Trust Fund are used to finance oil pollution prevention and cleanup responsibilities by various Federal agencies. In accordance with the provisions of the Act, the Fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. For Coast Guard, this funds the following accounts: trust fund share of expenses, oil spill recovery, and payment of claims. Beginning in 1997, pursuant to the Coast Guard Authorization Act of 1996, this fund also finances annual disbursements to the Prince William Sound Oil Spill Recovery Institute equal to interest accrued by the Fund's investment of remaining funding authorized for the Institute by the Oil Pollution Act of 1990. The authority to collect the tax expired on December 31, 1994. Legislation will be proposed to reinstate the authority to collect the tax and raise the fund's cap from \$1 billion to \$2.5 billion.

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	1996 actual	1997 est.	1998 est.
Unexpended balance, start of year:			
0100	Uninvested balance 1	4	5
U.S. Securities:			
0101	Par value 1,182	1,176	1,146
0102	Unrealized discounts -62	-61	-60
0199	Total balance, start of year 1,121	1,119	1,091
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0201	Excise taxes 1		
0201	Excise taxes, legislative proposal 34		296
0202	Fines and penalties 8	8	8
0203	Transfers from Trans-Alaska pipeline liability fund 33		
0204	Recoveries 2	9	9
Intragovernmental transactions:			
Intragovernmental transactions:			
0240	Earnings on investments, oil spill liability trust fund 67	60	54
0240	Earnings on investments, oil spill liability trust fund 2		
Offsetting collections:			
0280	Offsetting collections 20		20
0297	Income under present law 111	97	91
0298	Income under proposed legislation 34		298
0299	Total cash income 111	131	389
Cash outgo during year:			
0500	Oil spill research -6	-6	-6
0501	Oil spill response -22	-36	-36
0502	Oil Spill Recovery, Coast Guard -24	-62	-61
0504	Trust fund share of expenses -61	-50	-49
0505	Trust fund share of pipeline safety -5		-2
0507	Oil spill research -1		
0599	Total cash outgo -114	-159	-154
Unexpended balance, end of year:			
0700	Uninvested balance 4	5	5
U.S. Securities:			
0701	Par value 1,176	1,146	1,381
0702	Unrealized discounts -61	-60	-60
0799	Total balance, end of year 1,119	1,091	1,326

OIL SPILL RECOVERY, COAST GUARD

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Emergency Fund	26	50	50
00.02 Payment of Claims	2	10	10
00.03 Prince William Sound Oil Spill Recovery Institute		2	1
10.00 Total obligations (object class 25.2)	28	62	61
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	39	63	63
22.00 New budget authority (gross)	52	62	61
23.90 Total budgetary resources available for obligation	91	125	124
23.95 New obligations	-28	-62	-61
24.40 Unobligated balance available, end of year:			
Uninvested balance	63	63	63
New budget authority (gross), detail:			
60.26 Appropriation (trust fund, definite)	50	50	50
60.27 Appropriation (trust fund, indefinite)	2	12	11
63.00 Appropriation (total)	52	62	61
70.00 Total new budget authority (gross)	52	62	61
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	37	40	40
73.10 New obligations	28	62	61
73.20 Total outlays (gross)	-24	-62	-61
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	40	40	40
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	24	62	61
Net budget authority and outlays:			
89.00 Budget authority	52	62	61
90.00 Outlays	24	62	61
	1996 actual	1997 est.	1998 est.
(In millions of dollars)			
Distribution of budget authority by account:			
Emergency Fund	50	50	50
Oil Spill Recovery Institute		2	1
Payment of Claims	2	10	10
Distribution of outlays by account:			
Emergency Fund	22	50	50
Oil Spill Recovery Institute		2	1
Payment of Claims	2	10	10

This account provides resources from the Oil Spill Liability Trust Fund for costs associated with the cleanup of oil spills. These include emergency costs associated with oil spill cleanup, the Prince William Sound Oil Spill Recovery Institute, and the payment of claims to those who suffer harm from oil spills where the responsible party is not identifiable, or is without resources. The program activities in this account will continue to be funded under separate permanent appropriations, and are being displayed in a consolidated format to enhance presentation.

TRUST FUND SHARE OF EXPENSES

Program and Financing (in millions of dollars)

Identification code 69-8314-0-7-304	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Operating expenses	25	25	25
00.02 Acquisition, construction and improvements	33	20	20
00.03 Research, development, test and evaluation	3	5	4
10.00 Total obligations (object class 92.0)	61	50	49

Budgetary resources available for obligation:			
22.00 New budget authority (gross)	61	50	49
23.95 New obligations	-61	-50	-49

New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	61	50	49

Change in unpaid obligations:			
73.10 New obligations	61	50	49
73.20 Total outlays (gross)	-61	-50	-49

Outlays (gross), detail:			
86.90 Outlays from new current authority	61	50	49

Net budget authority and outlays:			
89.00 Budget authority	61	50	49
90.00 Outlays	61	50	49

This account provides resources from the Oil Spill Liability Trust Fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)

Identification code 69-8533-0-7-403	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
21.41 Unobligated balance available, start of year: U.S. Securities: Par value	2	2	2
23.95 New obligations			
24.41 Unobligated balance available, end of year: U.S. Securities: Par value	2	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

This trust fund, maintained from gifts and bequests, is used for purposes as specified by the donor in connection with the Coast Guard training program (10 U.S.C. 2601).

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9981-0-8-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	7	8	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	7	8	8
23.95 New obligations	-7	-8	-8
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	7	8	8
Change in unpaid obligations:			
73.10 New obligations	7	8	8
73.20 Total outlays (gross)	-7	-8	-8
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	7	8	8
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-7	-8	-8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Coast Guard cadet fund is used by the Superintendent of the Coast Guard Academy to receive, plan, control, and expend funds for personal expenses and obligations of Coast Guard cadets.

The Coast Guard surcharge collections, sales of commissary stores fund is used to finance expenses incurred in connection with the operation of the Coast Guard commissary store in Kodiak, Alaska. Revenue is derived from a surcharge placed on sales (14 U.S.C. 487).

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration programs, for which more detail is furnished in the budget schedules:

	[In millions of dollars]		
	1996 actual	1997 est.	1998 est.
Budget authority:			
Operations	4,643	4,955	5,386
Trust fund	(2,223)	(1,700)	(3,425)
Aviation User Fees		(75)	(350)
Grants-in-aid for airports (trust)	1,550	2,230	2,347
Facilities and equipment (trust)	1,866	1,938	1,875
Research, engineering, and development (trust)	186	208	200
National Civil Aviation Review Commission		2	
Total net	8,244	9,333	9,808
Obligations:			
Operations	4,641	4,955	5,386
Trust fund	(2,223)	(1,700)	(3,425)
Aviation User Fees		(75)	(350)
Grants-in-aid for airports (trust)	1,524	1,460	1,000
Facilities and equipment (trust)	2,149	1,967	1,911
Research, engineering, and development (trust)	192	217	200
Miscellaneous expired accounts		1	
National Civil Aviation Review Commission		2	
Total net	8,563	8,602	8,497
Outlays:			
Operations	4,599	4,887	5,334
Trust fund	(2,223)	(1,700)	(3,425)
Aviation User Fees		(66)	(317)
Grants-in-aid for airports (trust)	1,655	1,519	1,395
Facilities and equipment (trust)	2,443	1,917	1,864
Research, engineering, and development (trust)	233	231	225
Aviation insurance revolving fund	(4)	(4)	(4)
Miscellaneous expired accounts		2	
National Civil Aviation Review Commission		2	
Total net	8,925	8,554	8,814

NOTES

The amount shown as Operations includes the trust fund share of operations.
The 1996 and 1997 budget authority for Grants-in-aid for Airports is net of enacted rescissions.

Federal Funds

General and special funds:

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities and the operation (including leasing) and maintenance of aircraft, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of [four] passenger motor vehicles for replacement only, [\$4,900,000,000] in addition to amounts made available by P.L. 104-264, \$5,036,100,000, of which [\$1,642,500,000], notwithstanding 49 U.S.C. 48104(c), \$3,425,000,000 shall be derived from the Airport and Airway Trust Fund: *Provided*, That [notwithstanding any other provision of law, not to exceed \$75,000,000 from additional user fees to be established

by the Administrator of the Federal Aviation Administration shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar for dollar basis as such offsetting collections are received during fiscal year 1997, to result in a final fiscal year 1997 appropriation from the general fund estimated at not more than \$3,182,500,000: *Provided further*, That the only additional user fees authorized as offsetting collections are fees for services provided to aircraft that neither take off from, nor land in, the United States: *Provided further*, That] there may be credited to this appropriation, funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities and, for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States: *Provided further*, That none of the funds derived from the Airport and Airway Trust Fund may be used to support the operations and activities of the Associate Administrator for Commercial Space Transportation. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

[(AIRPORT AND AIRWAY TRUST FUND)]

[For additional operating expenses of the Federal Aviation Administration for airport security activities, \$57,900,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 1998: *Provided*, That of the funds provided, \$8,900,000 shall be for establishment of additional explosive detection K-9 teams at airports; \$5,500,000 shall be for airport vulnerability assessments; \$18,000,000 shall be for the hire of additional aviation security personnel; and \$25,500,000 shall be for the hire of additional aviation safety inspectors and contract weather observers, air traffic controller training, and implementation of recommendations of the Federal Aviation Administration's "Ninety Day Safety Review", dated September 16, 1996: *Provided further*, That such amount is designated by Congress as an emergency requirement pursuant to section 251(b)(2)(D)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] (*Omnibus Consolidated Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	3,559	3,909	3,976
00.02 Regulation and certification	495	529	575
00.03 Civil aviation security	67	116	93
00.04 Airports	41	46	43
00.05 Research and acquisitions	83	88	79
00.06 Commercial space transportation	6	6	6
00.07 Administration	322	192	247
00.08 Staff Offices	68	70	67
00.91 Total direct program	4,641	4,955	5,086
01.01 Reimbursable program	52	62	63
10.00 Total obligations	4,693	5,017	5,149
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	1		
22.00 New budget authority (gross)	4,700	5,017	5,149
22.30 Unobligated balance expiring	-7		
23.90 Total budgetary resources available for obligation	4,694	5,017	5,149
23.95 New obligations	-4,693	-5,017	-5,149

General and special funds—Continued

OPERATIONS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1301-0-1-402	1996 actual	1997 est.	1998 est.
24.40 Unobligated balance available, end of year: Uninvested balance			
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	2,420	3,182	1,611
40.75 Reduction pursuant to P.L. 104-205		-3	
43.00 Appropriation (total)	2,420	3,179	1,611
Permanent:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)	2,280	1,837	3,538
70.00 Total new budget authority (gross)	4,700	5,017	5,149
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	591	602	595
73.10 New obligations	4,693	5,017	5,149
73.20 Total outlays (gross)	-4,657	-5,024	-5,133
73.32 Obligated balance transferred from other accounts	4		
73.40 Adjustments in expired accounts	-29		
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	602	595	611
Outlays (gross), detail:			
86.90 Outlays from new current authority	1,923	2,798	1,418
86.93 Outlays from current balances	454	602	381
86.97 Outlays from new permanent authority	2,280	1,624	3,121
86.98 Outlays from permanent balances			213
87.00 Total outlays (gross)	4,657	5,024	5,133
Offsets:			
Against gross budget authority and outlays: Offsetting collections (cash) from:			
88.00 Federal sources	-2,260	-1,740	-3,014
88.40 Non-Federal sources	-20	-97	-524
88.90 Total, offsetting collections (cash)	-2,280	-1,837	-3,538
Net budget authority and outlays:			
89.00 Budget authority	2,420	3,179	1,611
90.00 Outlays	2,376	3,187	1,595

Summary of Budget Authority and Outlays

[In millions of dollars]

	1996	1997 est.	1998 est.
Operations, Enacted/Requested:			
Budget Authority	2,420	3,179	1,611
Outlays	2,377	3,187	1,595
Operations, Legislative Proposal, not subject to PAYGO:			
Budget Authority			
Outlays			-9
Operations, Legislative Proposal, subject to PAYGO:			
Budget Authority			
Outlays			-27
Aviation User Fees, Enacted/Requested:			
Budget Authority			50
Outlays			50
Aviation User Fees, Legislative Proposal, not subject to PAYGO:			
Budget Authority			75
Outlays			75
Aviation User Fees, Legislative Proposal, subject to PAYGO:			
Budget Authority			225
Outlays			225
Total:			
Budget Authority	2,420	3,179	1,961
Outlays	2,377	3,187	1,909

This account supports the operation and maintenance of a safe national aviation system. It finances the personnel and support costs of operating and maintaining the air traffic control system, and ensuring the safety and security of its operation. The 1998 budget requests a total funding level

of \$5,386 million for FAA operations, including \$5,336 million in appropriated spending and \$50 million in direct spending. This funding level represents a nine percent increase for FAA operations relative to 1997, and will provide a net increase of 500 air traffic controllers, 273 safety inspectors and certification personnel, and 200 aviation security personnel.

The 1998 budget proposes the collection of \$400 million in user fees for services provided by the FAA. Of these fees, \$100 million will be available for expenditure without further appropriations action, including \$50 million for the payments to air carriers program and \$50 million for authorized expenses of the FAA, consistent with P.L. 104-264. The \$300 million in new user fees proposed in the budget are an interim measure until comprehensive financial reform is achieved for the FAA. The Federal Aviation Reauthorization Act of 1996 established the National Civil Aviation Review Commission to propose long-term financing mechanisms for FAA's operation and modernization efforts.

The Administration proposes to transfer the National Oceanic and Atmospheric Administration (NOAA) Office of Aeronautical Charting and Cartography to the FAA. As a first step, NOAA will operate the program for the FAA in 1998 on a reimbursable basis, with the program being completely transferred to the FAA in 1999.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	2,551	2,718	2,631
11.3 Other than full-time permanent	23	30	29
11.5 Other personnel compensation	245	268	289
11.8 Special personal services payments	1	1	2
11.9 Total personnel compensation	2,820	3,017	2,951
12.1 Civilian personnel benefits	718	729	751
13.0 Benefits for former personnel	1	5	3
21.0 Travel and transportation of persons	76	91	110
22.0 Transportation of things	22	17	21
23.2 Rental payments to others	26	25	16
23.3 Communications, utilities, and miscellaneous charges	360	391	472
24.0 Printing and reproduction	8	6	8
25.1 Advisory and assistance services	2		
25.2 Other services	477	578	662
26.0 Supplies and materials	85	82	79
31.0 Equipment	45	12	13
42.0 Insurance claims and indemnities	1	1	
99.0 Subtotal, direct obligations	4,641	4,954	5,086
99.0 Reimbursable obligations	52	62	63
99.9 Total obligations	4,693	5,017	5,149

Personnel Summary

Identification code 69-1301-0-1-402	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	44,658	45,735	44,155
1005 Full-time equivalent of overtime and holiday hours	400	400	378
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	330	353	353
2005 Full-time equivalent of overtime and holiday hours	8	8	8

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-1301-2-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services			59
00.02 Regulation and certification			8
00.03 Civil aviation security			1
00.04 Airports			1

00.05	Research and acquisitions	1
00.07	Administration	4
00.08	Staff Offices	1
00.91	Total direct program	75
10.00	Total obligations	75
Budgetary resources available for obligation:		
22.00	New budget authority (gross)	75
23.95	New obligations	-75
New budget authority (gross), detail:		
68.00	Spending authority from offsetting collections (gross):	
	Offsetting collections (cash)	75
Change in unpaid obligations:		
72.40	Unpaid obligations, start of year: Obligated balance:	
	Appropriation	
73.10	New obligations	75
73.20	Total outlays (gross)	-66
74.40	Unpaid obligations, end of year: Obligated balance:	
	Appropriation	9
Outlays (gross), detail:		
86.97	Outlays from new permanent authority	66
Offsets:		
Against gross budget authority and outlays:		
88.40	Offsetting collections (cash) from: Non-Federal	
	sources	-75
Net budget authority and outlays:		
89.00	Budget authority	
90.00	Outlays	-9

This legislative proposal schedule shows the reimbursements to the FAA Operations account from the non-PAYGO portion of the Aviation User Fees special fund account legislative proposal.

Object Classification (in millions of dollars)

Identification code 69-1301-2-1-402	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1	Full-time permanent		39
11.3	Other than full-time permanent		1
11.5	Other personnel compensation		4
11.9	Total personnel compensation		44
12.1	Civilian personnel benefits		11
21.0	Travel and transportation of persons		2
23.3	Communications, utilities, and miscellaneous charges		7
25.2	Other services		10
26.0	Supplies and materials		1
99.0	Subtotal, direct obligations		75
99.9	Total obligations		75

Personnel Summary

Identification code 69-1301-2-1-402	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001	Full-time equivalent employment		651
1005	Full-time equivalent of overtime and holiday hours		6

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-1301-4-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01	Air traffic services		176
00.02	Regulation and certification		25
00.03	Civil aviation security		4
00.04	Airports		2
00.05	Research and acquisitions		4
00.07	Administration		11
00.08	Staff Offices		3

00.91	Total direct program	225
10.00	Total obligations	225
Budgetary resources available for obligation:		
22.00	New budget authority (gross)	225
23.95	New obligations	-225
New budget authority (gross), detail:		
68.00	Spending authority from offsetting collections (gross):	
	Offsetting collections (cash)	225
Change in unpaid obligations:		
73.10	New obligations	225
73.20	Total outlays (gross)	-198
74.40	Unpaid obligations, end of year: Obligated balance:	
	Appropriation	27
Outlays (gross), detail:		
86.97	Outlays from new permanent authority	198
Offsets:		
Against gross budget authority and outlays:		
88.00	Offsetting collections (cash) from: Federal sources	-225
Net budget authority and outlays:		
89.00	Budget authority	
90.00	Outlays	-27

This legislative proposal schedule shows the reimbursements to the FAA Operations account from the PAYGO portion of the Aviation User Fees special fund account legislative proposal.

Object Classification (in millions of dollars)

Identification code 69-1301-4-1-402	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1	Full-time permanent		116
11.3	Other than full-time permanent		1
11.5	Other personnel compensation		13
11.9	Total personnel compensation		130
12.1	Civilian personnel benefits		33
21.0	Travel and transportation of persons		5
22.0	Transportation of things		1
23.2	Rental payments to others		1
23.3	Communications, utilities, and miscellaneous charges		21
25.2	Other services		29
26.0	Supplies and materials		4
31.0	Equipment		1
99.0	Subtotal, direct obligations		225
99.9	Total obligations		225

Personnel Summary

Identification code 69-1301-4-1-402	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001	Full-time equivalent employment		1,954
1005	Full-time equivalent of overtime and holiday hours		16

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99	Balance, start of year		
Receipts:			
02.01	Overflight user fees		100
02.02	Other aviation user fees, legislative proposal		300
02.99	Total receipts		400
Appropriation:			
05.01	FAA activities		-50
05.02	FAA activities, legislative proposal, not subject to PAYGO		-75

General and special funds—Continued

AVIATION USER FEES—Continued

Unavailable Collections (in millions of dollars)—Continued

Identification code 69-5422-0-2-402	1996 actual	1997 est.	1998 est.
05.03 FAA activities, legislative proposal, subject to PAYGO			-225
05.04 Essential air service and rural airport improvement fund			-50
05.99 Subtotal appropriation			-400
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)			50
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			50
23.95 New obligations			-50
New budget authority (gross), detail:			
40.20 Appropriation (special fund, definite)			50
Change in unpaid obligations:			
73.10 New obligations			50
73.20 Total outlays (gross)			-50
Outlays (gross), detail:			
86.90 Outlays from new current authority			50
Net budget authority and outlays:			
89.00 Budget authority			50
90.00 Outlays			50

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees to be used for the Essential Air Service program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$100 million in overflight fees will be collected in 1998, of which \$50 million will be available without further appropriation action to fund FAA Operations. In the future, this special fund account will be merged with the FAA Operations account.

OPERATIONS

(Legislative Proposals)

In addition to amounts otherwise available under this head, to be derived from additional user fees and to become available upon enactment of authorizing legislation, \$300,000,000: Provided That, upon enactment of such legislation, any such additional fees received in excess of \$300,000,000 shall be available until expended without further appropriation for the purposes of this account.

(Legislation proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-5422-2-2-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)			75
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			75
23.95 New obligations			-75
New budget authority (gross), detail:			
40.20 Appropriation (special fund, definite)			75

Change in unpaid obligations:			
73.10 New obligations			75
73.20 Total outlays (gross)			-75

Outlays (gross), detail:			
86.90 Outlays from new current authority			75

Net budget authority and outlays:			
89.00 Budget authority			75
90.00 Outlays			75

The Aviation User Fee proposal is one of several proposals in the 1998 budget to charge fees to users directly availing themselves of, or subject to, a government service, program, or activity, in order to cover the government's costs. Legislation will be proposed to authorize the fees and, upon enactment of the authorization, the appropriations language proposed above will make funds available for expenditure. Because the current requirements of the Budget Enforcement Act of 1990 make it difficult to fund discretionary programs with receipts that are not authorized in appropriations acts, the Administration is proposing a change in the requirements to facilitate the enactment of proposals such as this one.

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-5422-4-2-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)			225
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			225
23.95 New obligations			-225
New budget authority (gross), detail:			
40.20 Appropriation (special fund, definite)			225
Change in unpaid obligations:			
73.10 New obligations			225
73.20 Total outlays (gross)			-225
Outlays (gross), detail:			
86.90 Outlays from new current authority			225
Net budget authority and outlays:			
89.00 Budget authority			225
90.00 Outlays			225

This proposal is the "PAYGO" portion of the FAA Aviation User Fees proposal addressed above.

NATIONAL CIVIL AVIATION REVIEW COMMISSION

Program and Financing (in millions of dollars)

Identification code 69-1334-0-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)			2
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			2
23.95 New obligations			-2
New budget authority (gross), detail:			
40.00 Appropriation			2
Change in unpaid obligations:			
73.10 New obligations			2
Outlays (gross), detail:			
86.90 Outlays from new current authority			2
Net budget authority and outlays:			
89.00 Budget authority			2

90.00 Outlays 2

In 1997, this account funded the activities of the National Civil Aviation Review Commission, as authorized by section 274 of P.L. 104-264. No additional funds are necessary in 1998, as the work of the Commission will be completed.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9912-0-1-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)		1	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	1	1	
23.95 New obligations		-1	
24.40 Unobligated balance available, end of year:			
Uninvested balance	1		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	1	1	
73.10 New obligations		1	
73.20 Total outlays (gross)		-2	
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	1		
Outlays (gross), detail:			
86.93 Outlays from current balances		2	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		2	

This schedule displays programs of Facilities, Engineering, and Development that no longer require appropriations and thus reflects outlays made under prior year appropriations.

Credit accounts:

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

None of the funds in this Act shall be available for activities under this heading *the obligations for which are in excess of \$5,000* during fiscal year [1997] 1998. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-1399-0-1-402	1996 actual	1997 est.	1998 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	2		
2251 Repayments and prepayments	-2		
2290 Outstanding, end of year			
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year			

This account is continuing only for the purpose of reflecting air carrier repayments of prior loan defaults. No new loan guarantees are being made.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code.

(Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.90 Fund balance		3	1
U.S. Securities:			
21.91 Par value	61	62	68
21.92 Unrealized discounts	1	2	
21.99 Total unobligated balance, start of year	62	67	69
22.00 New budget authority (gross)	5	4	4
23.90 Total budgetary resources available for obligation	67	71	73
23.95 New obligations			
Unobligated balance available, end of year:			
24.90 Fund balance	3	1	1
U.S. Securities:			
24.91 Par value	62	68	72
24.92 Unrealized discounts	2		
24.99 Total unobligated balance, end of year	67	69	73
New budget authority (gross), detail:			
Spending authority from offsetting collections (gross):			
68.00 Offsetting collections (cash)	5	4	4
Change in unpaid obligations:			
72.95 Unpaid obligations, start of year: Orders on hand from Federal sources	1	1	1
73.10 New obligations			
74.95 Unpaid obligations, end of year: Orders on hand from Federal sources	1	1	1
Outlays (gross), detail:			
86.97 Outlays from new permanent authority			
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5	-4	-4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-4	-4	-4

The fund currently provides direct support for the aviation insurance program authorized under chapter 443 of title 49, U.S. Code (formerly Title XIII of the Federal Aviation Act of 1958). Income to the fund is derived from premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations by the Department of Defense and the Department of State.

Statement of Operations (in millions of dollars)

Identification code 69-4120-0-3-402	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	3	5	4	4
0102 Expense				
0109 Net income or loss (-)	3	5	4	4

Balance Sheet (in millions of dollars)

Identification code 69-4120-0-3-402	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	1	3	1	1
Investments in US securities:				
1102 Treasury securities, par	61	64	68	72
1999 Total assets	62	67	69	73
NET POSITION:				
3300 Cumulative results of operations	60	67	68	72
3999 Total net position	60	67	68	72

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

Balance Sheet (in millions of dollars)—Continued

Identification code 69-4120-0-3-402	1995 actual	1996 actual	1997 est.	1998 est.
4999 Total liabilities and net position	60	67	68	72

Personnel Summary

Identification code 69-4120-0-3-402	1996 actual	1997 est.	1998 est.
1001 Total compensable workyears: Full-time equivalent employment	3	3	3

Intragovernmental accounts:

[ADMINISTRATIVE SERVICES FRANCHISE FUND]

[There is hereby established in the Treasury a fund, to be available without fiscal year limitation, for the costs of capitalizing and operating such administrative services as the FAA Administrator determines may be performed more advantageously as centralized services, including accounting, international training, payroll, travel, duplicating, multimedia and information technology services: *Provided*, That any inventories, equipment, and other assets pertaining to the services to be provided by such fund, either on hand or on order, less the related liabilities or unpaid obligations, and any appropriations made prior to the current year for the purpose of providing capital shall be used to capitalize such fund: *Provided further*, That such fund shall be paid in advance from funds available to the FAA and other Federal agencies for which such centralized services are performed, at rates which will return in full all expenses of operation, including accrued leave, depreciation of fund plant and equipment, amortization of Automated Data Processing (ADP) software and systems (either required or donated), and an amount necessary to maintain a reasonable operating reserve, as determined by the FAA Administrator: *Provided further*, That such fund shall provide services on a competitive basis: *Provided further*, That an amount not to exceed four percent of the total annual income to such fund may be retained in the fund for fiscal year 1997 and each year thereafter, to remain available until expended, to be used for the acquisition of capital equipment and for the improvement and implementation of FAA financial management, ADP, and support systems: *Provided further*, That no later than thirty days after the end of each fiscal year, amounts in excess of this reserve limitation shall be transferred to miscellaneous receipts in the Treasury.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Accounting		7	8
00.02 Payroll		5	5
00.03 Travel		1	1
00.04 Duplicating services		5	6
00.05 Multi-media		1	1
00.06 Information technology		1	1
00.07 International training		2	2
10.00 Total obligations (object class 25.2)		22	24
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		22	24
23.95 New obligations		-22	-24
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)		22	24
Change in unpaid obligations:			
73.10 New obligations		22	24
73.20 Total outlays (gross)		-22	-24
Outlays (gross), detail:			
86.97 Outlays from new permanent authority		22	24

Offsets:

88.00 Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources		-22	-24

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays			

In 1997, the Federal Aviation Administration established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund will improve organizational efficiency and provide better support to FAA's internal and external customers on a reimbursable basis. The initial activities included in this franchise fund in 1998 are international training, accounting, payroll, travel, duplicating services, multi-media services, and information technology.

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99 Balance, start of year	5,167	2,516	2,500
Receipts:			
02.01 Excise taxes	2,369	1,439	
02.02 Interest	759	532	
02.03 Excise taxes, legislative proposal		3,384	6,391
02.04 Interest, legislative proposal			400
02.99 Total receipts	3,128	5,355	6,791
04.00 Total: Balances and collections	8,295	7,871	9,291
Appropriation:			
05.01 Trust fund share of FAA operations	-2,223	-1,700	-3,425
05.02 Grants-in-aid for airports	-1,450	-1,460	-1,000
05.03 Facilities and equipment	-1,866	-1,938	-1,875
05.04 Research, engineering and development	-186	-208	-200
05.05 Trust fund share of rental payments	-42	-39	
05.06 Payments to air carriers (trust fund account)	-39	-39	-39
05.99 Subtotal appropriation	-5,806	-5,384	-6,539
06.10 Unobligated balance returned to receipts	16	13	39
07.99 Total balance, end of year	2,516	2,500	2,791

The Tax Equity and Fiscal Responsibility Act of 1982 (26 U.S.C. 9502), as amended by the Omnibus Budget Reconciliation Acts of 1990 (Public Law 101-508) and 1993 (Public Law 103-66) and the Small Business Job Protection Act of 1996 (Public Law 104-188), provides for the receipts received in the Treasury from the 10-percent passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, facilities and equipment, research, and a portion of operations. However, the tax requirement expired on December 31, 1995; was reenacted in August 1996; but expired again in December 1996. Reenactment is assumed to occur by April 1, 1997. It is estimated that \$2 billion of aviation tax revenue will be foregone in 1997.

The status of the fund is as follows (in millions of dollars):

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	1996 actual	1997 est.	1998 est.
Unexpended balance, start of year:			
0100 Uninvested balance	220	194	
0101 U.S. Securities: Par value	11,145	7,681	7,800
0199 Total balance, start of year	11,365	7,875	7,800
Cash income during the year:			
Governmental receipts:			
0201 Passenger ticket tax	2,123	4,212	5,556

0202	Waybill tax	151	316	413
0203	Fuel tax	3	126	181
0204	International departure tax	128	209	274
0205	Refund of taxes	-36	-40	-33
Intragovernmental transactions:				
0240	Interest, Airport and airway trust fund	759	532	400
Offsetting collections:				
0280	Facilities and equipment	76	100	100
0281	Research, engineering, and development	5	15	15
0299	Total cash income	3,209	5,470	6,906
Cash outgo during year:				
0500	Trust fund share of FAA operations	-2,223	-1,700	-3,425
0501	Grants-in-aid for airports (Airport and airway trust fund)	-1,655	-1,519	-1,395
Cash outgo during the year (-):				
0502	Facilities and equipment (Airport and airway trust fund)	-2,443	-1,917	-1,864
0502	Facilities and equipment offsetting collections (-)	-76	-100	-100
Cash outgo during the year (-):				
0503	Research, engineering and development (Airport and airway trust fund)	-233	-231	-225
0503	Research, engineering and development offsetting collections(-)	-5	-15	-15
0504	Trust fund share of rental payments	-42	-39	
0505	Payments to air carriers (trust fund)	-22	-24	-10
0599	Total cash outgo (-)	-6,699	-5,545	-7,034
Unexpended balance, end of year:				
0700	Uninvested balance	194		
0701	U.S. Securities: Par value	7,681	7,800	7,672
0799	Total balance, end of year	7,875	7,800	7,672
0801	Obligated balance (-)	-4,748	-4,727	-4,344
0802	Unobligated balance (-)	-750	-1,482	-2,793
0899	Total commitments (-)	-5,498	-6,209	-7,137
0900	Uncommitted balance, end of year	2,377	1,591	535

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations, \$1,500,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of **[\$1,460,000,000]** \$1,000,000,000 in fiscal year **[1997]** 1998 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That within such limitation, the amount made available in fiscal year 1998 for airports enplaning less than 0.05 percent of all commercial passenger enplanements in the prior calendar year, shall be no less than the amount that was made available for such airports under Public Law 104-205. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

[(RESCISSION OF CONTRACT AUTHORITY)]

[Of the available contract authority balances under this heading, \$50,000,000 are rescinded.] (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	1,524	1,460	1,000
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	6	89	859
22.00 New budget authority (gross)	1,550	2,230	2,347

22.10	Resources available from recoveries of prior year obligations	57		
23.90	Total budgetary resources available for obligation	1,613	2,319	3,256
23.95	New obligations	-1,524	-1,460	-1,000
24.49	Unobligated balance available, end of year: Contract authority	89	859	2,206
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	1,500	1,500	1,500
40.49	Portion applied to liquidate contract authority	-1,500	-1,500	-1,500
43.00	Appropriation (total)			
Permanent:				
66.10	Contract authority (definite)	1,550	2,230	2,347
70.00	Total new budget authority (gross)	1,550	2,230	2,347
Change in unpaid obligations:				
Unpaid obligations, start of year:				
Obligated balance:				
72.40	Appropriation	132		
72.41	U.S. Securities: Par value	411	388	369
72.49	Contract authority	1,944	1,911	1,871
72.99	Total unpaid obligations, start of year	2,487	2,299	2,240
73.10	New obligations	1,524	1,460	1,000
73.20	Total outlays (gross)	-1,655	-1,519	-1,395
73.45	Adjustments in unexpired accounts	-57		
Unpaid obligations, end of year:				
Obligated balance:				
74.40	Appropriation			
74.41	U.S. Securities: Par value	388	369	474
74.49	Contract authority	1,911	1,871	1,371
74.99	Total unpaid obligations, end of year	2,299	2,240	1,845
Outlays (gross), detail:				
86.90	Outlays from new current authority	274	263	180
86.93	Outlays from current balances	1,381	1,256	1,215
87.00	Total outlays (gross)	1,655	1,519	1,395
Net budget authority and outlays:				
89.00	Budget authority	1,550	2,230	2,347
90.00	Outlays	1,655	1,519	1,395

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	1996 actual	1997 est.	1998 est.
Balance, start of year:			
0100 Balance, start of year	6	89	859
0100 Balance, start of year	1,944	1,911	1,871
Contract authority:			
0200 Contract authority	1,550	2,230	2,347
0400 Appropriation to liquidate contract authority	-1,500	-1,500	-1,500
Balance, end of year:			
0700 Balance, end of year	89	859	2,206
0700 Balance, end of year	1,911	1,871	1,371

Subchapter I of chapter 471, title 49, U.S. Code (formerly the Airport and Airway Improvement Act of 1982, as amended) provides for airport improvement grants which emphasize capacity development, safety and security needs and chapter 475 provides for grants for aircraft noise mitigation and planning. Since smaller airports with scheduled passenger service have fewer alternatives for funding airport improvements, the 1998 Budget proposes maintaining the level of development funding available to them at the 1997 amounts.

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities

FACILITIES AND EQUIPMENT—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, **[\$1,790,000,000]** \$1,875,000,000, of which **[\$1,573,000,000]** \$1,655,890,000 shall remain available until September 30, **[1999]** 2000, and of which **[\$217,000,000]** \$219,110,000 shall remain available until September 30, **[1997]** 1998. *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities. *In addition, for necessary expenses for capital asset acquisition or construction, including alteration and modification costs, of the Federal Aviation Administration, to be derived from the Airport and Airway Trust Fund and to become available on October 1 of the fiscal year specified and remain available until expended: fiscal year 1999, \$675,100,000; fiscal year 2000, \$723,500,000; fiscal year 2001, \$423,700,000; fiscal year 2002, \$206,300,000; fiscal year 2003, \$117,800,000; fiscal year 2004, \$85,900,000; and fiscal year 2005, \$36,100,000. In addition, for non-competitive contracts or cooperative agreements with air carriers and airport authorities, which provide for the Federal Aviation Administration to purchase and assist in the installation of advanced security equipment for the use of such entities, to become available October 1, 1998 and remain available until expended, \$100,000,000, to be derived from the Airport and Airway Trust Fund. (Department of Transportation and Related Agencies Appropriations Act, 1997.)*

[For additional necessary expenses for "Facilities and Equipment", \$147,700,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 1999: *Provided*, That of the funds provided, \$144,200,000 shall only be for non-competitive contracts or cooperative agreements with air carriers and airport authorities, which provide for the Federal Aviation Administration to purchase and assist in installation of advanced security equipment for the use of such entities and \$3,500,000 shall be for accelerated development and deployment of the Online Aviation Safety Information System: *Provided further*, That such amount is designated by Congress as an emergency requirement pursuant to section 251(b)(2)(D)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	503	391	312
00.02 Procurement and modernization of ATC facilities and equipment	1,021	934	981
00.03 Procurement and modernization of non-ATC facilities and equipment	129	155	130
00.04 Mission support	272	270	269
00.05 Personnel and related costs	224	217	219
00.91 Program by Activities—Subtotal line (1 level)	2,149	1,967	1,911
01.01 Reimbursable program	76	100	100
10.00 Total obligations	2,225	2,067	2,011
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	888	650	621
22.00 New budget authority (gross)	1,942	2,038	1,975
22.10 Resources available from recoveries of prior year obligations	56		
22.30 Unobligated balance expiring	-11		
23.90 Total budgetary resources available for obligation	2,875	2,688	2,596
23.95 New obligations	-2,225	-2,067	-2,011
24.40 Unobligated balance available, end of year:			
Uninvested balance	650	621	585

New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	1,866	1,938	1,875
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	76	100	100
70.00 Total new budget authority (gross)	1,942	2,038	1,975
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	74		
72.41 U.S. Securities: Par value	2,513	2,237	2,287
72.99 Total unpaid obligations, start of year	2,587	2,237	2,287
73.10 New obligations	2,225	2,067	2,011
73.20 Total outlays (gross)	-2,519	-2,017	-1,964
73.45 Adjustments in unexpired accounts	-56		
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation			
74.41 U.S. Securities: Par value	2,237	2,287	2,334
74.99 Total unpaid obligations, end of year	2,237	2,287	2,334
Outlays (gross), detail:			
86.90 Outlays from new current authority	587	485	469
86.93 Outlays from current balances	1,856	1,432	1,395
86.97 Outlays from new permanent authority	76	100	100
87.00 Total outlays (gross)	2,519	2,017	1,964
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-66	-90	-90
88.40 Non-Federal sources	-10	-10	-10
88.90 Total, offsetting collections (cash)	-76	-100	-100
Net budget authority and outlays:			
89.00 Budget authority	1,866	1,938	1,875
90.00 Outlays	2,443	1,917	1,864

Note.—Mission Support, has an estimated contingent liability of \$92 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.

The proposed funding sustains the current infrastructure and supports the FAA's plan to modernize and improve the national airspace system. In particular, funds would provide for significant progress in developing the enroute, terminal and tower automation programs, designed to upgrade air traffic control technology; and the continued implementation of voice switching and control system, to modernize the system's communications network.

The Administration supports full funding of multi-year, fixed asset projects as part of an ongoing attempt to improve the cost and performance of agency procurements. To implement the Administration's full funding policy, advance appropriations are requested for the following multi-year projects, or usable project segments: Aviation Weather Services Improvements, Terminal Digital Radar, Terminal Automation (STARS), Wide Area Augmentation System for GPS, Display System Replacement, Weather and Radar Processor, Voice Switching and Control System, Tower Automation Program, Oceanic Automation System, Aeronautical Data Link, Operational and Supportability Implementation System (OASIS), Northern California TRACON, and Alaskan NAS Interfacility Communications System. This request for advance appropriations is subject to change based on future enactment of FAA financial reform legislation that converts the FAA to user-fee financing.

An advance appropriation of \$100 million in 1999 is requested to purchase additional advanced security equipment to improve security at U.S. airports. The 1997 funds appropriated for this purpose will be expended throughout 1997 and 1998. The \$100 million requested for 1999 will continue the Federal effort in this area for an additional year. Longer-

term decisions regarding aviation security financing will be made based on the work of the White House Commission on Aviation Safety and Security and the National Civil Aviation Review Commission.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	126	136	140
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	13	6	6
11.9 Total personnel compensation	140	143	147
12.1 Civilian personnel benefits	36	34	36
21.0 Travel and transportation of persons	33	36	32
22.0 Transportation of things	4	4	4
23.2 Rental payments to others	44	40	39
23.3 Communications, utilities, and miscellaneous charges	15	14	14
25.2 Other services	1,375	1,243	1,200
25.5 Research and development contracts	8	7	7
26.0 Supplies and materials	43	39	38
31.0 Equipment	301	272	263
32.0 Land and structures	142	128	124
41.0 Grants, subsidies, and contributions	8	7	7
99.0 Subtotal, direct obligations	2,149	1,967	1,911
99.0 Reimbursable obligations	76	100	100
99.9 Total obligations	2,225	2,067	2,011

Personnel Summary

Identification code 69-8107-0-7-402	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	2,204	2,231	2,212
1005 Full-time equivalent of overtime and holiday hours	63	100	100
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	47	55	55
2005 Full-time equivalent of overtime and holiday hours	2	4	4

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$187,412,000] \$200,000,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[1999] 2000**. *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

For an additional amount for "Research, Engineering, and Development", \$21,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 1999: *Provided*, That the funds provided shall only be for aviation security research and operational testing of document trace scanners and explosive detection portals for airport passengers: *Provided further*, That such amount is designated by Congress as an emergency requirement pursuant to section 251(b)(2)(D)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended. (*Omnibus Consolidated Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 System development and infrastructure	7	14	75
00.02 Capacity and air traffic management technology	40	37	9
00.03 Communications, navigation, and surveillance	25	20	15

00.04 Weather	6	14	4
00.05 Airport technology	6	5	5
00.06 Aircraft safety technology	40	37	27
00.07 System security technology	37	60	50
00.08 Human factors and aviation medicine	25	24	11
00.09 Environment and energy	4	4	3
00.10 Innovative/cooperative research	2	2	1
00.91 Total direct program	192	217	200
01.01 Reimbursable program	5	15	15
10.00 Total obligations	197	232	215

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested balance	4	9	
22.00 New budget authority (gross)	191	223	215
22.10 Resources available from recoveries of prior year obligations	11		
23.90 Total budgetary resources available for obligation	206	232	215
23.95 New obligations	-197	-232	-215
24.40 Unobligated balance available, end of year:			
Uninvested balance	9		

New budget authority (gross), detail:

Current:			
40.26 Appropriation (trust fund, definite)	186	208	200
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5	15	15
70.00 Total new budget authority (gross)	191	223	215

Change in unpaid obligations:

Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	9	204	190
72.41 U.S. Securities: Par value	247		
72.99 Total unpaid obligations, start of year	256	204	190
73.10 New obligations	197	232	215
73.20 Total outlays (gross)	-238	-246	-240
73.45 Adjustments in unexpired accounts	-11		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	204	190	165

Outlays (gross), detail:

86.90 Outlays from new current authority	75	125	120
86.93 Outlays from current balances	158	106	105
86.97 Outlays from new permanent authority	5	15	15
87.00 Total outlays (gross)	238	246	240

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-2	-5	-5
88.40 Non-Federal sources	-3	-10	-10
88.90 Total, offsetting collections (cash)	-5	-15	-15

Net budget authority and outlays:

89.00 Budget authority	186	208	200
90.00 Outlays	233	231	225

The 1998 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security, capacity and productivity to meet the expected air traffic demands of the future. The agency also administers human factors research aimed at increasing the effectiveness of air traffic controller operations, airway facilities maintenance, aviation medical research aimed at increasing the safety of aircrew members and environmental research aimed at mitigating aircraft noise and engine emissions.

These programs are conducted by the agency's technical personnel directly and through contracts with qualified private firms, universities, and individuals, and through agreements with other Government agencies.

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38	41	43
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	41	44	46
12.1 Civilian personnel benefits	8	10	11
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges		1	
25.2 Other services	97		
25.5 Research and development contracts		108	88
26.0 Supplies and materials	4	4	4
31.0 Equipment	5	6	6
41.0 Grants, subsidies, and contributions	33	40	41
99.0 Subtotal, direct obligations	192	217	200
99.0 Reimbursable obligations	5	15	15
99.9 Total obligations	197	232	215

Personnel Summary

Identification code 69-8108-0-7-402	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	646	696	689
1005 Full-time equivalent of overtime and holiday hours	5	8	8

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)	2,223	1,700	3,425
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2,223	1,700	3,425
23.95 New obligations	-2,223	-1,700	-3,425
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	2,223	1,700	3,425
Change in unpaid obligations:			
73.10 New obligations	2,223	1,700	3,425
73.20 Total outlays (gross)	-2,223	-1,700	-3,425
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,223	1,700	3,425
Net budget authority and outlays:			
89.00 Budget authority	2,223	1,700	3,425
90.00 Outlays	2,223	1,700	3,425

Sections 48104 and 48105 of title 49, U.S. Code (formerly sections 506(c) and 506(d) of the Airport and Airway Improvement Act of 1982, as amended) and section 9502 of the Internal Revenue Code of 1986, as amended, authorize use of the Airport and Airway Trust Fund as the source of financing a portion of FAA's operating costs. For 1998, it is proposed that a total funding level of \$5,386,100,000 be provided for FAA operations, including \$3,425,000,000 from the Trust Fund, \$1,611,100,000 from the General Fund, \$300,000,000 from new user fees, and \$50,000,000 in direct spending supported by fees authorized by P.L. 104-264.

FEDERAL HIGHWAY ADMINISTRATION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which authorized most surface transportation programs from 1992 through 1997 expires September 30, 1997. The President's Budget and reauthorization proposals build and improve upon ISTEA's successes. The President's Budget maintains transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. Title 23 U.S.C. ("Highways") and other supporting legislation provide authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 1998, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program. New programs include the Flexible Highway Infrastructure Safety Program, the Transportation Infrastructure Credit Program, the Intelligent Transportation Integration Program and the National Motor Carrier Safety Program.

In summary, the 1998 Budget consists of \$22,819 million in budget authority and \$20,287 million in outlays. The following table compares 1998 program levels (obligations) with those of prior years. Because project selection is determined by the States, the 1997 and 1998 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

(In millions of dollars)

	1996 actual	1997 est.	1998 est.
Obligations:			
Federal-aid highways	19,639	20,172	19,680
Obligation limitation:			
	17,645	18,192	18,170
Surface transportation program	5,897	6,015	4,782
National highway program	3,050	3,073	3,607
Interstate maintenance	2,150	2,487	3,607
Interstate system reimbursement	6	1,707	805
Interstate completion	402		
Interstate substitutions	96		
Bridge program	2,273	2,358	2,173
Congestion mitigation and air quality improvement	939	878	1,047
Donor state bonus	558	440	
Flexible highway infrastructure safety			403
Integrated safety planning			50
Federal lands highways	388	428	512
Woodrow Wilson memorial bridge	30	30	40
Appalachian highways			200
Other programs	1,221	102	128
Federal highway research and technology	41	42	126
Intelligent transportation systems	96	113	96
Intelligent transportation integration			100
Administration	292	297	314
Contract programs	206	222	180
Bonus limitation ¹	[211]	[241]	
Exempt obligations:	1,994	1,980	1,510
Emergency relief	413	287	100
Minimum allocation	744	718	761
Demonstration projects	801	928	649
Applied research and technology	36	47	
State infrastructure banks (GF)		150	
State infrastructure banks (HTF)			150
Transportation infrastructure credit program			100
National motor carrier safety program	77	78	100
Orange County (CA) toll road demo			
High priority corridors			
Miscellaneous appropriations	93	96	96
Highway-related safety grants ²	11		
Miscellaneous trust funds	11	11	5
Miscellaneous highway trust funds	35	52	52
Right-of-way revolving fund			
Total program level	19,866	20,559	20,183
Total Discretionary	18,147	18,718	18,668
Total Mandatory	1,719	1,841	1,515
Proposed 1997 Supplemental		318	

Note: Totals may not add due to rounding.
¹ Non-add (included in programs above).
² In 1997, this program was merged into the National Highway Traffic Safety Administration.

Federal Funds

General and special funds:

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Pennsylvania reconstruction demonstration	1	1	1
00.04 Rail line consolidation		2	2
00.06 Interstate transfer grants	2	2	2
00.08 Baltimore-Washington parkway	9		
00.09 Bridge improvement demonstration project	1	1	1
00.10 Feasibility, design, environmental and engineering	3	2	2
00.14 Climbing lane demonstration		5	5
00.21 Urban highway corridor	2		
00.24 Highway demonstration projects	21	18	18
00.26 Corridor D improvement project	2	2	2
00.30 Highway demonstration projects—preliminary engineering		1	1
00.45 Highway bypass demonstration		3	3
00.46 Railroad highway crossing demonstration	2	9	9
00.73 Schenectady bridge	3	1	1
00.79 Surface transportation projects	47	49	49
10.00 Total obligations (object class 41.0)	93	96	96
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested balance	379	289	193
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	382	289	193
23.95 New obligations	-93	-96	-96
24.40 Unobligated balance available, end of year: Uninvested balance	289	193	96
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	518	371	287
73.10 New obligations	93	96	96
73.20 Total outlays (gross)	-237	-180	-141
73.45 Adjustments in unexpired accounts	-3		
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	371	287	242
Outlays (gross), detail:			
86.93 Outlays from current balances	237	180	141
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	237	180	141

This consolidated schedule shows the obligation and outlay of amounts made available for programs in prior years. No further appropriation is requested.

Credit accounts:

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT PROGRAM ACCOUNT

Note.—The subsidy rate shown for these projects has been modified due to legislation enacted in 1997. It is assumed that the interest rate charged to these loans will be sufficient to ensure that the subsidy budget authority provided will support the full line of credit authorized using the current risk assumptions.

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
Appropriation:			
72.40 Appropriation	10	10	9

72.40	Appropriation	8	8	8
72.99	Total unpaid obligations, start of year	18	18	17
73.20	Total outlays (gross)		-1	-1
Unpaid obligations, end of year:				
Obligated balance:				
Appropriation:				
74.40	Appropriation	10	9	9
74.40	Appropriation	8	8	8
74.99	Total unpaid obligations, end of year	18	17	17

Outlays (gross), detail:				
86.93	Outlays from current balances		1	1
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays		1	1

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0543-0-1-401	1996 actual	1997 est.	1998 est.	
Direct loan levels supportable by subsidy budget authority:				
1150	Direct loan levels [Foothills Corridor]		25	
1159	Total direct loan levels		25	
Direct loan subsidy (in percent):				
1320	San Joaquin Hills Corridor—(30 yr loans)	0.08	0.08	0.08
1320	Eastern Foothills Corridor—Capital Expenditures (30 yr loans)	6.67	5.52	5.52
1329	Weighted average subsidy rate	7.33	6.64	6.64
Direct loan subsidy budget authority:				
1339	Total subsidy budget authority			

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Future Federal loans and loan guarantees for transportation infrastructure will be made under the proposed Transportation Infrastructure Credit Program.

[STATE INFRASTRUCTURE BANKS]

[To carry out the State Infrastructure Bank Pilot Program (Public Law 104-59, section 350), \$150,000,000, to remain available until expended: *Provided*, That the Secretary may distribute these funds in a manner determined by the Secretary to any State for which a State Infrastructure Bank has been approved and the State has requested such funds: *Provided further*, That no distribution of funds made available under this heading shall be made prior to 180 days after the date of enactment of this Act: *Provided further*, That the Secretary may approve State Infrastructure Banks for more than 10 States: *Provided further*, That these funds shall be used to advance projects or programs under the terms and conditions of section 350: *Provided further*, That any State that receives such funds may deposit any portion of those funds into either the highway or transit account of the State Infrastructure Bank: *Provided further*, That the Secretary shall ensure that the Federal disbursements shall be at a rate consistent with historic rates for the Federal-aid highways program.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00	Total obligations (object class 41.0)		150
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		150

Credit accounts—Continued

[STATE INFRASTRUCTURE BANKS]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0549-0-1-401	1996 actual	1997 est.	1998 est.
23.95 New obligations		-150	
New budget authority (gross), detail:			
40.00 Appropriation		150	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			128
73.10 New obligations		150	
73.20 Total outlays (gross)		-22	-79
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		128	49
Outlays (gross), detail:			
86.90 Outlays from new current authority		22	
86.93 Outlays from current balances			79
87.00 Total outlays (gross)		22	79
Net budget authority and outlays:			
89.00 Budget authority		150	
90.00 Outlays		22	79

In 1998, State Infrastructure Banks (SIBs) are proposed as a Highway Trust Fund Program. For a description of the program, see the SIBs Trust Fund schedules of the Federal Highway Administration.

**ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
DIRECT LOAN FINANCING ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4200-0-3-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.02 Foothills Corridor		25	
00.03 Interest paid to Treasury			1
10.00 Total obligations		25	1
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		26	1
23.95 New obligations		-25	-1
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)		25	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1	1
70.00 Total new financing authority (gross)		26	1
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
Authority to borrow:			
72.47 Authority to borrow	110	110	105
72.47 Authority to borrow	112	112	137
Receivables from program account:			
72.95 Receivables from program account	10	10	9
72.95 Receivables from program account	8	8	8
72.99 Total unpaid obligations, start of year	240	240	259
73.10 New obligations		25	1
73.20 Total financing disbursements (gross)		-6	-6
Unpaid obligations, end of year:			
Obligated balance:			
Authority to borrow:			
74.47 Authority to borrow	110	105	99
74.47 Authority to borrow	112	137	137
Receivables from program account:			
74.95 Receivables from program account	10	9	9
74.95 Receivables from program account	8	8	8
74.99 Total unpaid obligations, end of year	240	259	253

87.00 Total financing disbursements (gross)		6	6
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Payments from program account		-1	-1
88.00 Payments from program account			
88.90 Total, offsetting collections (cash)		-1	-1

Net financing authority and financing disbursements:			
89.00 Financing authority		25	
90.00 Financing disbursements		5	5

Status of Direct Loans (in millions of dollars)

Identification code 69-4200-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans		25	
1150 Total direct loan obligations		25	
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			7
1231 Disbursements: Direct loan disbursements		6	6
1261 Adjustments: Capitalized interest		1	
1290 Outstanding, end of year		7	13

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4200-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross [San Joaquin Hills Corridor]			6	12
Interest receivable:				
1402 Interest receivable [San Joaquin Hills Corridor]				1
1402 Interest receivable [Foothills Corridor]				
1405 Allowance for subsidy cost (-) [San Joaquin Hills Corridor]				-1
Net present value of assets related to direct loans:				
1499 Net present value of assets related to direct loans [San Joaquin Hills Corridor]			6	12
1499 Net present value of assets related to direct loans [Foothills Corridor]				
Total assets:				
1999 Total assets [San Joaquin Hills Corridor]			6	12
1999 Total assets [Foothills Corridor]				
LIABILITIES:				
Federal liabilities:				
Debt:				
2103 Debt [San Joaquin Hills Corridor]			6	12
2103 Debt [Foothills Corridor]				
Total liabilities:				
2999 Total liabilities [San Joaquin Hills Corridor]			6	12
2999 Total liabilities [Foothills Corridor]				
Total liabilities and net position:				

4999	Total liabilities and net position [San Joaquin Hills Corridor]	6	12
4999	Total liabilities and net position [Foothills Corridor]		

1231	Disbursements: Direct loan disbursements		
1251	Repayments: Repayments and prepayments	-37	
1290	Outstanding, end of year	37	

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4249-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401	Direct loans receivable, gross	37	37	
1405	Allowance for subsidy cost (-)	-6	-6	
1499	Net present value of assets related to direct loans	31	31	
1999	Total assets	31	31	
LIABILITIES:				
2103	Federal liabilities: Debt	31	31	
2999	Total liabilities	31	31	
4999	Total liabilities and net position	31	31	

HIGH PRIORITY CORRIDORS LOAN PROGRAM ACCOUNT

This program provided funds to make loans in 1995 to construct projects identified as High Priority Corridors in section 1105(f) of Public Law 102-240. This funding assisted in expediting the construction of projects already funded by section 1105(f). Current activity in this account reflects the repayment of the 1995 loans. Future federal loans and loan guarantees for transportation infrastructure will be made under the proposed Transportation Infrastructure Credit Program.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

HIGH PRIORITY CORRIDORS LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4249-0-3-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.03	Interest paid to Treasury	2	3
10.00	Total obligations	2	3
Budgetary resources available for obligation:			
22.00	New financing authority (gross)	2	3
23.95	New obligations	-2	-3
New financing authority (gross), detail:			
67.15	Authority to borrow (indefinite)	2	3
Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)		37
68.47	Portion applied to debt reduction		-37
68.90	Spending authority from offsetting collections (total)		
70.00	Total new financing authority (gross)	2	3
Change in unpaid obligations:			
73.10	New obligations	2	3
73.20	Total financing disbursements (gross)	-2	-3
87.00	Total financing disbursements (gross)	2	3
Offsets:			
Against gross financing authority and financing disbursements:			
88.40	Offsetting collections (cash) from: Non-Federal sources		-37
Net financing authority and financing disbursements:			
89.00	Financing authority	2	-34
90.00	Financing disbursements	1	-34

Status of Direct Loans (in millions of dollars)

Identification code 69-4249-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans		
1150	Total direct loan obligations		
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	37	37

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

(LIMITATION ON DIRECT LOANS)

(HIGHWAY TRUST FUND)

None of the funds under this head are available for obligations for right-of-way acquisition during fiscal year [1997] 1998. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00	Total obligations (object class 33.0)		
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year: Appropriation	6	14
22.10	Resources available from recoveries of prior year obligations	8	
22.40	Capital transfer to general fund		-14
23.90	Total budgetary resources available for obligation	14	
23.95	New obligations		
24.40	Unobligated balance available, end of year: Appropriation	14	
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	12	15
68.26	Offsetting collections (unavailable balances)	-12	
68.27	Capital transfer to general fund		-15
68.90	Spending authority from offsetting collections (total)		
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40	Appropriation	132	83
73.10	New obligations		
73.20	Total outlays (gross)	-41	-28
73.45	Adjustments in unexpired accounts	-8	
Unpaid obligations, end of year:			
74.40	Obligated balance: Appropriation	83	55
74.95	Orders on hand from Federal sources		35

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT—Continued
(LIMITATION ON DIRECT LOANS)—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8402-0-8-401	1996 actual	1997 est.	1998 est.
74.99 Total unpaid obligations, end of year	83	55	35
Outlays (gross), detail:			
86.93 Outlays from current balances	41	28	20
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-12	-15	-18
Net budget authority and outlays:			
89.00 Budget authority	-12	-15	-18
90.00 Outlays	29	13	2

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	154	183	196
1231 Disbursements: Direct loan disbursements	41	28	-20
1251 Repayments: Repayments and prepayments	-12	-15	-18
1290 Outstanding, end of year	183	196	158

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated in 1996 but will continue to be shown for reporting purposes as loan balances remain outstanding. A prohibition on further obligations is requested for 1998.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	24	12	15	18
0102 Expense	-27	-41	-28	-20
0109 Net income or loss (-)	-3	-29	-13	-2

STATE INFRASTRUCTURE BANKS
(HIGHWAY TRUST FUND)

To carry out the State Infrastructure Bank Program (Public Law 104-59, section 350), \$150,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That the Secretary shall ensure that the Federal disbursements shall be at a rate no greater than 20 percent per year. (Additional authorization legislation to be proposed).

Program and Financing (in millions of dollars)

Identification code 69-8297-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			150
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			150

23.95 New obligations			-150
-----------------------------	--	--	------

New budget authority (gross), detail:

40.26 Appropriation (trust fund, definite)			150
			150

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			
73.10 New obligations			150
73.20 Total outlays (gross)			-30
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation			120

Outlays (gross), detail:

86.90 Outlays from new current authority			30
86.93 Outlays from current balances			
87.00 Total outlays (gross)			30

Net budget authority and outlays:

89.00 Budget authority			150
90.00 Outlays			30

State Infrastructure Banks are a promising way of facilitating needed infrastructure investment, especially when all levels of government are facing constrained resources. State Infrastructure Banks are a means of increasing and improving both public and private investment in transportation.

The National Highway System Designation Act of 1995 authorized up to ten pilot states to test State Infrastructure Banks ("SIBs") and P.L. 104-205 expanded the authorization to all States. SIBs will provide greater flexibility to support the financing of projects by using Federal-aid funds for revolving loans and other forms of non-traditional financial assistance for both public and private entities developing eligible transportation projects. States have shown significant interest in exploring the infrastructure financing benefits offered by this concept.

The Department has approved 10 SIBs and is currently accepting applications from additional States.

The SIB Program is designed to strategically attract non-Federal funds to increase overall transportation infrastructure investment. A SIB is initially capitalized with Federal funds and non-Federal matching funds. The SIB then uses these capitalization grant funds to assist projects through loans and other forms of financial assistance. As loans are repaid, the SIB funds are replenished and the SIB can provide new loans or guarantees to additional transportation projects. Financial assistance from a SIB provides additional security or credit support for project financing that may result in lower capital costs.

To capitalize a SIB, the State may deposit funds into either a highway or transit account or both. To initiate a SIB highway account, a State may deposit up to 10 percent of most of its Federal-aid highway apportionments. To fund a SIB transit account, a State may deposit up to 10 percent of some of its Federal transit capital funds. A State then matches the SIB Federal capitalization funds in both modal accounts at its traditional matching ratio. Once capitalized, a SIB may provide a variety of financial support alternatives to assist a public or private project sponsor during all project stages. A SIB offers a variety of financial assistance which may include loans, credit enhancements, interest rate subsidies, letters of credit, capital reserves for bond financing, construction loans, and purchase and lease agreements for highway and transit projects. A SIB may assist a project at any portion of the project's total cost.

In 1997, State Infrastructure Banks were funded from the General Fund.

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99 Encumbered balance, start of year	-22,908	-16,875	-14,927
Receipts:			
02.01 Highway trust fund, deposits (highway account)	24,651	24,880	25,332
02.03 Highway trust fund, interest (highway account)	1,321	1,349	1,441
02.05 CMAA interest, Highway trust fund (highway account)	2		
02.07 Highway trust fund, deposits (highway account), legislative proposal		2	-617
02.99 Total receipts	25,974	26,231	26,156
04.00 Total: Balances and collections	3,066	9,356	11,229
Appropriation:			
05.01 Highway-related safety grants	-12		
05.02 Motor carrier safety grants	-77	-78	-100
05.03 Federal-aid highways	-19,513	-20,127	-18,908
05.04 Federal-aid highways, supplemental request		-318	
05.05 Operations and research (trust fund share)	-51	-51	-148
05.06 Highway traffic safety grants	-155	-168	-186
05.07 Trust fund share of next generation high speed rail program	-5		
05.08 Discretionary grants (trust fund)	-1,665	-1,900	-634
05.09 Trust fund share of expenses	-1,110	-1,659	
05.10 Trust fund share of rental payments	-2	-2	
05.11 Federal-aid highways, legislative proposal			-152
05.12 Trust fund share of grants to national railroad passenger corporation			-344
05.13 Trust fund share of northeast corridor infrastructure program			-423
05.14 Administrative expenses			-47
05.15 Transit planning and research			-92
05.16 Washington Metropolitan Area Transit Authority			-200
05.18 Formula programs			-3,971
05.19 Right-of-way revolving fund liquidating account	12		
05.20 Transportation infrastructure credit program			-100
05.21 State infrastructure banks			-150
05.99 Subtotal appropriation	-22,578	-24,303	-25,455
06.10 Unobligated balance returned to receipts	2,502	8	
06.20 Reduction pursuant to Public Law xx-xxx	135	12	
07.99 Encumbered balance, end of year	-16,875	-14,927	-14,226

The Highway Revenue Act of 1956, as amended, provides for the transfer from the general fund to the highway trust fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law.

The budget proposes that surface transportation activities previously supported by the General Fund be funded instead from the Highway Trust Fund. A payment from the Highway Trust Fund to the General Fund is proposed to be made equal to the funding level for such activities as highway construction projects for the National Park Service, Forest Service, and Bureau of Indian Affairs, among others. In addition, the budget proposes funding the National Passenger Rail Corporation and State Infrastructure Banks from the Highway Trust Fund.

Receipts increased in 1996 because receipts generated by 2.5 cents of the motor fuel tax are deposited in the Highway Trust Fund instead of the General Fund.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	1996 actual	1997 est.	1998 est.
Unexpended balance, start of year:			
0100 Uninvested balance	469		
0101 U.S. Securities: Par value	18,531	21,620	24,369
0199 Total balance, start of year	19,000	21,620	24,369
Cash income during the year:			
Governmental receipts:			
0200 Highway trust fund, deposits	24,651	24,880	25,332

0201 Governmental receipt transfer—Legislative proposal		2	-617
Proprietary receipts:			
0221 Proprietary receipts		2	
Intragovernmental transactions:			
0240 Highway trust fund, interest	1,321	1,349	1,441
Offsetting collections:			
Offsetting collections:			
0280 Federal-aid highways	42	75	75
0280 NHTSA Grants			46
0280 FTA Administrative Expenses			2
0282 Right-of-way revolving fund liquidating account	12	15	18
0297 Income under present law	26,028	26,319	26,914
0298 Income under proposed legislation		2	-617
0299 Total cash income	26,028	26,321	26,297
Cash outgo during year:			
Cash outgo during the year (-):			
0500 Federal-aid highways	-19,587	-19,531	-19,719
0500 Federal-aid highways—Supplemental		-47	-168
0500 Federal-aid highways—			-15
0502 State Infrastructure banks			-30
0505 National motor carrier safety program	-73	-79	-84
0506 Highway-related safety grants	-11	-8	-4
0507 Right-of-way revolving fund (trust revolving fund)	-41	-28	-20
0508 Miscellaneous highway trust funds	-85	-66	-64
0510 Operations and research (trust fund share)	-97	-62	-164
0511 Highway traffic safety grants	-146	-163	-172
0512 Trust fund share of next generation high speed rail program	-2	-7	-7
0514 Discretionary grants (trust fund)	-2,226	-1,882	-1,706
0516 Trust fund share of expenses	-1,110	-1,659	
0518 Trust fund share of rental payments	-2	-2	
0519 Construction, National Park Service, Interior	-6	-9	-6
0520 Transportation infrastructure credit program			-50
0521 Administrative Expenses			-44
0522 Transit Planning and Research			-8
0523 WMATA			-4
0524 Formula Programs			-171
0525 AMTRAK Operating Grants			-344
0526 AMTRAK Capital Grants			-122
0597 Outgo under present law (-)	-23,386	-23,496	-22,719
0598 Outgo under proposed legislation (-)		-47	-183
0599 Total cash outgo (-)	-23,386	-23,543	-22,902
0625 Balances expired or permanently cancelled	-22		
0645 Balance transferred, net		-29	-18
0699 Total adjustments	-22	-29	-18
Unexpended balance, end of year:			
0700 Uninvested balance			
0701 U.S. Securities: Par value	21,620	24,369	27,746
0799 Total balance, end of year	21,620	24,369	27,746
0802 Unobligated balance (-)			
0900 Uncommitted balance, end of year	21,620	24,369	27,746

The following table covers that part of the trust fund that pertains to the highway account. It shows the annual income and outlays of highway programs funded by the trust fund.

HIGHWAY TRUST FUND

(HIGHWAY ACCOUNT ONLY)

[In millions of dollars]

	1996 actual	1997 est.	1998 est.
Unexpended balance, start of year	9,421	12,095	14,784
Cash income during the year, governmental receipts:			
Excise taxes	22,034	21,874	22,301
Interest on investments	658	754	872
Total annual income	22,692	22,628	23,173
Cash outgo during the year (outlays)	20,018	19,939	21,494
Unexpended balance, end of year	12,095	14,784	16,463

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess

0200	Contract authority	-2,502		
0200	Contract authority	-135		
0220	Contract authority			152
0299	Total contract authority	17,867	22,180	22,482
0400	Appropriation to liquidate contract authority	-19,200	-19,800	-19,800
	Balance, end of year:			
0700	Balance, end of year	11,404	13,244	15,955
0700	Balance, end of year	27,944	28,484	28,445

The Federal-Aid Highways (FAH) program is designed to aid in the development of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely.

All programs included within FAH are financed from the Highway Trust Fund and distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The budget proposes to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief and Minimum Allocation programs will continue to be exempt from the limitation.

The FAH program is funded by contract authority found in legislation currently provided through 1997 by the Intermodal Surface Transportation Efficiency Act (ISTEA).

National highway program.—The National Highway System (NHS) Program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The National Highway System consists of the current Interstate, other rural principal arterials, urban free-ways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995. Eligible on an interim basis are an additional 1,925 miles of connectors proposed by DOT in 1996.

Surface Transportation Program (STP).—The ISTEA established a new block grant-type program that may be used by States and localities for any roads that are not classified as local or rural minor collector roads. The STP will continue with some improvements. STP funds may be used for transit projects. Eligibility will be expanded to include intercity passenger rail projects only.

Bridge replacement and rehabilitation.—The bridge program enables States to respond to the problem of unsafe and inadequate bridges. The reauthorization proposal will consolidate the formula and discretionary bridge programs. The funds will be available for use on all bridges, both on and off the National Highway System, including those on roads functionally classified as rural minor collectors and as local. Highway bridges designated as a hazard to navigation by the U.S. Coast Guard will be funded under the bridge program. Funds will no longer be eligible for transfer to other programs unless certification is obtained that bridges are in good repair.

Interstate maintenance (IM).—The IM program finances projects to rehabilitate, restore, and resurface the Interstate system. Reconstruction that does not increase capacity also is eligible.

Emergency relief.—The Emergency Relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges which have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. The 1998 Budget proposes programmatic changes to make this program comparable to other similar Federal disaster assistance programs. The mandatory portion of the ER program will be funded at \$100 million.

The 1998 budget also requests \$5.8 billion in contingent funding for FY 1998. This fund will be available to this and other accounts as the need arises. Please see the Emergency Requirements for Natural Disasters account in the Funds Appropriated to the President chapter for more detailed information. The requested amount for 1998 and future years will be based on the average amount of emergency funding under the BEA.

The Department of Transportation will have access to the proposed contingency fund once FHWA ER funds have been obligated, and a Presidential decision has been made to make additional funds available. The fund is intended to be flexible enough to respond to a variety of disasters and thus does not reserve or dedicate specific amounts within the total for the eligible programs. This flexibility is essential to meet the full range of disaster funding requirements.

Federal lands.—This category includes the Public Lands Highways, Park Roads and Parkways, and Indian Reservation Roads programs. Roads funded under this program are open to public travel. State and local roads (29,600 miles) that provide important access to and within the National Forest System are designated Forest Highways. These roads should not be confused with the Forest Development Roads which are under the jurisdiction of the Forest Service. Park roads and Parkways (8,000 miles) are owned by the National Park Service and provide access to and within the National Park System. Indian Reservation Roads program consists of the Bureau of Indian Affairs (24,000 miles) and State and local roads (25,000 miles) that provide access to, and within, Indian lands.

Transportation Enhancements Program.—In 1998, the President's budget proposes continued funding for Transportation Enhancements. The reimbursement of owners with reversionary property rights along rail-banked corridors will be an eligible activity.

Congestion mitigation and air quality improvement program (CMAQ).—The CMAQ program directs funds toward transportation projects and programs to help meet and maintain national ambient air quality standards for ozone, carbon monoxide, and particulate matter. A minimum 1/2 percent of the apportionment is guaranteed to each State.

Flexible highway infrastructure safety program.—Addressing the safety needs related to the highway infrastructure was previously funded by a 10% set-aside from the STP program funds. Legislation now proposes a separate highway safety program which maintains independent allocations for railroad/highway grade crossings and hazard elimination. The ability to flex hazard elimination funds to non-infrastructure activities would be allowed if the State has an integrated planning process.

Federal highway research and technology.—The research and technology program develops new transportation technology that can be applied nationwide. The proposed elements of this program include long-term, advanced research; a national technology deployment program to accelerate the implementation of specific "customer-driven" technologies; support for the delivery of new and innovative technology as well as the development of knowledge and skills within the transportation community needed to apply new technology; and, funding for State research, development, and technology implementation.

Intelligent transportation systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test, and evaluate advanced electronic systems that can improve the operational safety and efficiency of existing surface transportation infrastructure. Proposed legislation expands and clarifies eligibility under the major grant programs to encompass ITS capital, operations, and maintenance for all infrastructure-based technology and services. Also proposed is an ITS deployment incentive program to provide funding

(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

to State and local officials to launch integrated Intelligent Transportation Infrastructure components, both rural and urban, and/or the development of commercial vehicle information systems and networks.

Miscellaneous.—This category includes Scenic Byways, Tax Evasion Projects, the Bureau of Transportation Statistics, National Recreational Trails, value pricing pilot, gateway border crossing pilot, and the Research and Special Program Administration's Strategic Planning and Intermodal Research Initiative.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	10	10	10
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	11	11	11
12.1 Civilian personnel benefits	3	3	3
21.0 Travel and transportation of persons	4	4	4
25.2 Other services	40	30	26
32.0 Land and structures	160	183	128
41.0 Grants, subsidies, and contributions	18,653	19,080	18,742
93.0 Limitation on general operating expenses (see separate schedule)	497	519	494
99.0 Subtotal, direct obligations	19,368	19,830	19,408
99.0 Reimbursable obligations	42	75	75
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	29	31	29
11.3 Other than full-time permanent	6	6	6
11.5 Other personnel compensation	2	3	2
11.9 Total personnel compensation	37	40	37
12.1 Civilian personnel benefits	7	9	7
21.0 Travel and transportation of persons	3	3	3
22.0 Transportation of things	2	2	2
23.3 Communications, utilities, and miscellaneous charges	9	10	9
25.2 Other services	142	186	147
25.3 Purchases of goods and services from Government accounts	6	7	6
26.0 Supplies and materials	7	10	7
31.0 Equipment	1	2	2
32.0 Land and structures	49	54	47
41.0 Grants, subsidies, and contributions	8	19	5
99.0 Subtotal, allocation account	271	342	272
99.9 Total obligations	19,681	20,247	19,755

Obligations are distributed as follows:

Transportation:			
Federal Highway Administration	19,368	19,830	19,409
Federal Railroad Administration	2	13	
Federal Transit Administration	0	0	
National Highway Traffic Safety Administration	0	0	
Bureau of Transportation Statistics	16	25	25
Agriculture: Forest Service	27	66	26
Interior:			
Bureau of Indian Affairs	209	216	201
National Park Service	15	20	18
Bureau of Land Management	2	1	1
U.S. Fish and Wildlife Services	0	1	1

Personnel Summary

Identification code 69-8083-0-7-401	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	288	317	320
1005 Full-time equivalent of overtime and holiday hours	29	30	31
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	220	217	217

2005 Full-time equivalent of overtime and holiday hours 8 8 9

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, including motor carrier safety program operations, and research of the Federal Highway Administration not to exceed [\$521,114,000] \$494,376,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided, That* [\$221,958,000] \$180,353,000 of the amount provided herein shall remain available until September 30, [1999] 2000. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

	1996 actual	1997 est.	1998 est.
Program by activities:			
Program direction and coordination:			
Executive direction	2	2	2
Program review	1	1	1
Public affairs	3	3	3
Legal services	1	1	1
Civil rights	12	12	12
General program support:			
Policy	16	16	10
Research and development	54	55	99
Administrative support	80	86	92
Career development programs	1	1	1
Highway programs:			
Program development	27	29	18
Safety and system applications	32	35	26
Joint ITS program office	107	126	70
Motor carrier safety	29	35	22
Federal lands highway office	10	12	11
Western Human Resource Center	1	1	1
Field operations	129	131	140
Total obligations	505	546	509
Financing:			
Reimbursable Programs	-8	-15	-15
Unobligated balance available, start of year	-16	-12	0
Unobligated balance available, end of year	12	0	0
Limitation	493	519	494
Relation of obligations to outlays:			
Total obligations	506	546	510
Obligated balance, start of year	567	597	689
Obligated balance, end of year	-597	-689	-683
Outlays from limitation	476	454	516

This limitation provides for the salaries and expenses of the Federal Highway Administration. Resources are allocated from the Federal-aid highways program.

Program direction and coordination.—Provides overall management of the highway transportation program.

General program support.—Recognizing the importance of research as an investment in the efficiency of future transportation, the 1998 budget includes \$167 million for highway research and technology, of which \$54 million is requested for development of intelligent transportation systems.

Highway programs.—Provides engineering guidance to Federal and State agencies and to foreign governments, and conducts a program to encourage use of modern traffic engineering procedures to increase the vehicle-carrying capacity of existing highways and urban streets; and finances construction skill training programs for disadvantaged workers hired by contractors on federally aided highway projects.

Field operations.—Provides staff advisory and support services in field offices of the Federal Highway Administration; and provides program and engineering supervision through regional and division offices.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1996 actual	1997 est.	1998 est.
Personnel compensation:			
11.1 Full-time permanent	162	169	171
11.3 Other than full-time permanent	3	3	4
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	168	175	178
12.1 Civilian personnel benefits	40	42	42
21.0 Travel and transportation of persons	13	12	12
22.0 Transportation of things	2	1	1
23.3 Communications, utilities, and miscellaneous charges	28	26	28
24.0 Printing and reproduction	3		
25.2 Other services	39	50	59
25.5 Research and development contracts	206	222	180
26.0 Supplies and materials	3	2	2
31.0 Equipment	4	4	8
93.0 Limitation on expenses	-506	-534	-510
99.0 Subtotal, limitation acct—direct obligations			

Personnel Summary

Identification code 69-8083-0-7-401	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
6001 Full-time equivalent employment	3,148	3,245	3,165
6005 Full-time equivalent of overtime and holiday hours	19	19	19

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8083-4-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Programs exempt from obligation limitation:			
02.13 Minimum allocation			91
06.00 Total direct program			91
10.00 Total obligations (object class 41.0)			91
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			152
23.95 New obligations			-91
24.49 Unobligated balance available, end of year: Contract authority			61
New budget authority (gross), detail:			
66.10 Contract authority (definite)			152
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.49 Unpaid obligations, start of year: Obligated balance: Contract authority			
73.10 New obligations			91
73.20 Total outlays (gross)			-15
74.49 Unpaid obligations, end of year: Obligated balance: Contract authority			76
Outlays (gross), detail:			
86.97 Outlays from new permanent authority			15
Net budget authority and outlays:			
89.00 Budget authority			152
90.00 Outlays			15

HIGHWAY-RELATED SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 402 administered by the Federal Highway Administration, to remain available until expended, **[\$2,049,000]** \$4,000,000 to be derived from the Highway Trust Fund. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

[(RESCISSION OF CONTRACT AUTHORITY)]

[Of the available contract authority balances under this heading, **\$9,100,000** are rescinded.] (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 State and Community Grants	11		
10.00 Total obligations (object class 41.0)	11		
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	19	1	
22.00 New budget authority (gross)	-7	-1	
23.90 Total budgetary resources available for obligation	12		
23.95 New obligations	-11		
24.49 Unobligated balance available, end of year: Contract authority	1		

New budget authority (gross), detail:

Current:			
40.26 Appropriation (trust fund, definite)	11	2	
40.49 Portion applied to liquidate contract authority	-11	-2	
43.00 Appropriation (total)			
Permanent:			
61.00 Transferred to other accounts		-12	
66.10 Contract authority (definite)	-7	20	
66.35 Contract authority rescinded		-8	
66.36 Contract authority rescinded (unobligated balances)		-1	
66.90 Contract authority (total)	-7	11	
70.00 Total new budget authority (gross)	-7	-1	

Change in unpaid obligations:

Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	12	11	5
72.49 Contract authority	3	3	1
72.99 Total unpaid obligations, start of year	15	14	6
73.10 New obligations	11		
73.20 Total outlays (gross)	-11	-8	-4
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation	11	5	1
74.49 Contract authority	3	1	1
74.99 Total unpaid obligations, end of year	14	6	2

Outlays (gross), detail:

86.90 Outlays from new current authority	4		
86.93 Outlays from current balances	7	8	4
87.00 Total outlays (gross)	11	8	4

Net budget authority and outlays:

89.00 Budget authority	-7	-1	
90.00 Outlays	11	8	4

Status of Contract Authority (in millions of dollars)

Identification code 69-8019-0-7-401	1996 actual	1997 est.	1998 est.
Balance, start of year:			
0100 Balance, start of year	19	1	
0100 Balance, start of year	3	3	1
Contract authority:			
Contract authority:			
0200 Contract authority		-12	
0200 Contract authority	-7	20	
0200 Contract authority		-8	
0200 Contract authority		-1	
0299 Total contract authority	-7	-1	
0400 Appropriation to liquidate contract authority	-11	-2	
Balance, end of year:			
0700 Balance, end of year	1		
0700 Balance, end of year	3	1	1

HIGHWAY-RELATED SAFETY GRANTS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. Beginning in 1997, the Highway-Related Safety Grants program is merged with the highway traffic safety programs of the National Highway Traffic Safety Administration.

NATIONAL MOTOR CARRIER SAFETY PROGRAM
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, [\$74,000,000] \$90,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of [\$78,225,000] \$100,000,000 for ["Motor Carrier Safety Grants"] the "National Motor Carrier Safety Program". (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

[(RESCISSION OF CONTRACT AUTHORIZATION)]

[Of the available contract authority balances under this heading, \$12,300,000 are rescinded.] (*Omnibus Consolidated Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Motor carrier grants	76	77	99
00.02 Administration and research	1	1	1
10.00 Total obligations	77	78	100
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	36		1
22.00 New budget authority (gross)	41	79	100
23.90 Total budgetary resources available for obligation	77	79	101
23.95 New obligations	-77	-78	-100
24.49 Unobligated balance available, end of year: Contract authority		1	1
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	68	74	90
40.49 Portion applied to liquidate contract authority	-68	-74	-90
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)	41	79	100
70.00 Total new budget authority (gross)	41	79	100
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	25	19	14
72.49 Contract authority	29	38	42
72.99 Total unpaid obligations, start of year	54	57	56
73.10 New obligations	77	78	100
73.20 Total outlays (gross)	-73	-79	-84
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation	19	14	20
74.49 Contract authority	38	42	52
74.99 Total unpaid obligations, end of year	57	56	72
Outlays (gross), detail:			
86.90 Outlays from new current authority	21	22	28
86.93 Outlays from current balances	52	57	56

87.00 Total outlays (gross)	73	79	84
Net budget authority and outlays:			
89.00 Budget authority	41	79	100
90.00 Outlays	74	79	84

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	1996 actual	1997 est.	1998 est.
Balance, start of year:			
0100 Balance, start of year	36		1
0100 Balance, start of year	29	38	42
Contract authority:			
0200 Contract authority	41	79	100
0400 Appropriation to liquidate contract authority	-68	-74	-90
Balance, end of year:			
0700 Balance, end of year		1	1
0700 Balance, end of year	38	42	52

The National Motor Carrier Safety Program (formerly the Motor Carrier Safety Assistance Program) contains three components: safety grants, information system and analysis, and strategic safety reform. The purpose of the program is to provide grants to States to enforce Federal and compatible States standards applicable to commercial motor vehicle safety. In 1998, this program adds a focus on performance.

The safety grant program is comprised of basic grants, which support uniform roadside driver and vehicle safety inspections, traffic enforcement, and compliance reviews, and performance incentive grants, which are designed to encourage States to plan, identify, and implement crash countermeasures that address those problems in their own State and measure program success based on the desired performance. The information system and analysis program would provide funding to collect and analyze information necessary to evaluate performance in a timely and accurate manner to support enforcement activities undertaken by the Federal and State governments. The strategic safety reform program focuses on providing funding for driver training programs, judicial outreach, and research to support regulatory reinvention initiatives.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	1996 actual	1997 est.	1998 est.
25.2 Other services	1	1	1
41.0 Grants, subsidies, and contributions	76	77	99
99.9 Total obligations	77	78	100

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Advances from other Federal agencies, FHA miscellaneous trust, DOT	2	3	3
02.03 Contributions from States, etc., cooperative work, forest highways, FHA, Miscellaneous trust, DOT	2	2	2
02.99 Total receipts	4	5	5
Appropriation:			
05.01 Miscellaneous trust funds	-4	-5	-5
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways		2	1

00.02	Technical assistance, U.S. dollars advanced from foreign governments	1	1	1
00.03	Contributions for highway research programs	1	1	1
00.04	Advances from State cooperating agencies	10	7	3
10.00	Total obligations	11	11	5

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year: Uninvested balance	12	6	
22.00	New budget authority (gross)	4	5	5
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	17	11	5
23.95	New obligations	-11	-11	-5
24.40	Unobligated balance available, end of year: Uninvested balance	6		

New budget authority (gross), detail:

60.27	Appropriation (trust fund, indefinite)	4	5	5
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Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance: Appropriation	2	6	7
73.10	New obligations	11	11	5
73.20	Total outlays (gross)	-6	-10	-5
73.45	Adjustments in unexpired accounts	-1		
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	6	7	7

Outlays (gross), detail:

86.97	Outlays from new permanent authority		5	5
86.98	Outlays from permanent balances	6	5	
87.00	Total outlays (gross)	6	10	5

Net budget authority and outlays:

89.00	Budget authority	4	5	5
90.00	Outlays	6	10	5

Distribution of budget authority by account:

	Cooperative work, forest highways	1	2	2
	Contributions for highway research programs	1	1	1
	Advances from State cooperating agencies	2	2	2

Distribution of outlays by account:

	Cooperative work, forest highways	1	3	2
	Technical assistance, U.S. dollars advanced from foreign governments	1	1	
	Contributions for highway research programs	1	1	1
	Advances from State cooperating agencies	3	5	2

Miscellaneous Trust Funds contains the following programs financed out of the highway trust fund and reimbursed by the requesting parties.

Cooperative work, forest highways.—Contributions are received from States and counties in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

Technical assistance, U.S. dollars advanced from foreign governments.—The Federal Highway Administration renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Contributions for highway research programs.—In association with the General Services Administration and the Department of Defense, tests of highway equipment are conducted for the purpose of establishing performance standards upon which to base specifications for use by the Government in purchasing such equipment.

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the Federal Highway Administration.

International highway transportation outreach.—Funds are collected to inform the domestic highway community of technological innovations, promote highway transportation exper-

tise internationally, and increase transfers of transportation technology to foreign countries.

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	1996 actual	1997 est.	1998 est.
25.2 Other services	8	4	2
32.0 Land and structures	3	7	3
99.9 Total obligations	11	11	5

Personnel Summary

Identification code 69-9971-0-7-999	1996 actual	1997 est.	1998 est.
1001 Total compensable workyears: Full-time equivalent employment		14	14

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.02 Intermodal urban demonstration project	16	6	6
00.04 Highway safety improvement demonstration project	1		
00.05 Highway-railroad grade crossing safety demonstration project	7	4	4
00.08 Bridge capacity improvement		2	2
00.13 Climbing lane and safety demonstration project		1	1
00.17 Urban highway corridor bicycle study	1		
00.19 Pennsylvania reconstruction demonstration project	6		
00.22 Trust fund share of other highway programs	3	1	1
00.26 Highway projects	1	34	34
00.30 Mincola grade crossing		3	3
10.00 Total obligations (object class 41.0)	35	51	51

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year: Uninvested balance	191	155	103
23.95	New obligations	-35	-51	-51
24.40	Unobligated balance available, end of year: Uninvested balance	155	103	51

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance: Appropriation	181	131	116
73.10	New obligations	35	51	51
73.20	Total outlays (gross)	-85	-66	-64
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	131	116	103

Outlays (gross), detail:

86.93	Outlays from current balances	85	66	64
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Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	85	66	64

No further budget authority is requested for 1998. Other accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

TRANSPORTATION INFRASTRUCTURE CREDIT PROGRAM
(HIGHWAY TRUST FUND)

For the cost of direct loans and loan guarantees \$99,400,000, to be derived from the Highway Trust Fund and to remain available until September 30, 2001: Provided, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended. In addition, for administrative expenses to carry out the direct loan and guaranteed loan programs, not to exceed \$600,000, to be derived from the Highway Trust Fund.

(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)

Identification code 69-8071-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct loan subsidy			99
00.03 Administrative expenses			1
10.00 Total obligations			100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			100
23.95 New obligations			-100
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			100
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			
73.10 New obligations			100
73.20 Total outlays (gross)			-50
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation			50
Outlays (gross), detail:			
86.90 Outlays from new current authority			50
Net budget authority and outlays:			
89.00 Budget authority			100
90.00 Outlays			50

The new Transportation Infrastructure Credit program will provide direct loans and loan guarantees to States, local governments and public entities to assist the financing of large transportation infrastructure projects of regional or national significance. The loans will be for projects that will generate public benefits in excess of their public costs. Single State projects will be eligible only if the project will generate benefits beyond the state borders. This credit program is designed to increase investment in the nation's transportation system by attracting and expanding the use of private capital in financing strategic infrastructure projects with independent revenue streams.

As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs associated with any direct loans obligates and loan guarantees committed (including modifications of direct loans, loan guarantees that result from obligations or commitments in any year), as well as administrative expenses.

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-8071-0-7-401	1996 actual	1997 est.	1998 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels			851
1159 Total direct loan levels			851
Direct loan subsidy (in percent):			
1320 Subsidy rate			8.60
1329 Weighted average subsidy rate			8.60
Direct loan subsidy budget authority:			
1330 Subsidy budget authority			99
1339 Total subsidy budget authority			99
Direct loan subsidy outlays:			
1340 Subsidy outlays			49
1349 Total subsidy outlays			49
Administrative expense data:			
3510 Budget authority			1
3580 Outlays from balances			
3590 Outlays from new authority			1

Object Classification (in millions of dollars)

Identification code 69-8071-0-7-401	1996 actual	1997 est.	1998 est.
25.2 Other services			1
41.0 Grants, subsidies, and contributions			99
99.9 Total obligations			100

TRANSPORTATION INFRASTRUCTURE CREDIT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4261-0-3-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Flexible payment loans			851
10.00 Total obligations			851
Budgetary resources available for obligation:			
22.00 New financing authority (gross)			851
23.95 New obligations			-851
New financing authority (gross), detail:			
60.26 Appropriation (trust fund, definite)			50
67.10 Authority to borrow			801
70.00 Total new financing authority (gross)			851
Change in unpaid obligations:			
73.10 New obligations			851
73.20 Total financing disbursements (gross)			-425
Unpaid obligations, end of year:			
74.90 Obligated balance: Obligated balance			376
74.95 Receivables from program account			50
74.99 Total unpaid obligations, end of year			426
87.00 Total financing disbursements (gross)			425
Net financing authority and financing disbursements:			
89.00 Financing authority			851
90.00 Financing disbursements			425

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loan(s) obligated in 1998. The amounts in this account are a means of financing and are not included in the budget totals.

Status of Direct Loans (in millions of dollars)

Identification code 69-4261-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			
1231 Disbursements: Direct loan disbursements			425
1251 Repayments: Repayments and prepayments			
1263 Write-offs for default: Direct loans			
1290 Outstanding, end of year			425

Balance Sheet (in millions of dollars)

Identification code 69-4261-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net				
Net value of assets related to post-1991 direct loans receivable:				
1401 Flexible payment loans, receivable, gross				425
1405 Allowance for subsidy cost (-)				-50

1499	Net present value of assets related to direct loans				375
1999	Total assets				375
LIABILITIES:					
2103	Federal liabilities: Debt				425
2999	Total liabilities				425
NET POSITION:					
3300	Cumulative results of operations				-50
3999	Total net position				-50
4999	Total liabilities and net position				375

10.00	Total obligations	145	180	
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year:			
	Uninvested balance	14	13	
22.00	New budget authority (gross)	146	166	
22.10	Resources available from recoveries of prior year obligations	1	1	
22.30	Unobligated balance expiring	-1		
23.90	Total budgetary resources available for obligation	160	180	
23.95	New obligations	-145	-180	
24.40	Unobligated balance available, end of year:			
	Uninvested balance	13		

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The programs administered by the National Highway Traffic Safety Administration (NHTSA) are authorized by three separate laws: The National Traffic and Motor Vehicle Safety Act, and the Highway Safety Act, and the Motor Vehicle Information and Cost Savings Act. The following table shows the funding for NHTSA programs.

	[In millions of dollars]		
	1996 actual	1997 est.	1998 est.
Budget authority:			
Operations and research	72	81	0
Operations and research (Highway trust fund)	51	51	148
Highway traffic safety grants	119	171	231
Total budget authority	242	303	379
Program level (obligations):			
Operations and research	95	81	0
Operations and research (Highway trust fund)	51	51	147
Highway traffic safety grants	155	168	186
Total program level	301	300	333
Outlays:			
Operations and research	21	88	42
Operations and research (Highway trust fund)	97	62	118
Highway traffic safety grants	146	163	172
Total outlays	264	313	332

New budget authority (gross), detail:				
Current:				
40.00	Appropriation	72	81	
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	74	85	
70.00	Total new budget authority (gross)	146	166	

Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance:			
	Appropriation	21	69	74
73.10	New obligations	145	180	
73.20	Total outlays (gross)	-95	-173	-42
73.40	Adjustments in expired accounts	-1	-1	
73.45	Adjustments in unexpired accounts	-1	-1	
74.40	Unpaid obligations, end of year: Obligated balance:			
	Appropriation	69	74	32

Outlays (gross), detail:				
86.90	Outlays from new current authority	21	47	
86.93	Outlays from current balances		41	42
86.97	Outlays from new permanent authority	74	85	
87.00	Total outlays (gross)	95	173	42

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-74	-85	

Net budget authority and outlays:				
89.00	Budget authority	72	81	
90.00	Outlays	21	88	42

In 1998, the budget proposes to fund all of Operations and Research from the Highway Trust Fund.

Federal Funds

General and special funds:

[OPERATIONS AND RESEARCH]

[For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under part C of subtitle VI of title 49, United States Code, and chapter 301 of title 49, United States Code, \$80,900,000, of which \$45,646,000 shall remain available until September 30, 1999: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01	Safety performance standards	11	13
00.02	Safety assurance	17	20
00.03	Highway safety programs	43	47
00.04	Research and analysis	44	60
00.05	Office of the Administrator	4	4
00.06	General administration	9	9
00.91	Total direct program	128	153
01.01	Reimbursable program	17	27

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	37	34
11.3	Other than full-time permanent	1	1
11.5	Other personnel compensation	1	1
11.9	Total personnel compensation	39	36
12.1	Civilian personnel benefits	7	6
21.0	Travel and transportation of persons	1	1
23.3	Communications, utilities, and miscellaneous charges	3	2
24.0	Printing and reproduction	3	1
25.2	Other services	29	57
25.5	Research and development contracts	33	48
26.0	Supplies and materials	7	
31.0	Equipment	6	
99.0	Subtotal, direct obligations	128	151
99.0	Reimbursable obligations	17	29
99.9	Total obligations	145	180

Personnel Summary

Identification code 69-0650-0-1-401	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001	Full-time equivalent employment	618	632
1005	Full-time equivalent of overtime and holiday hours	2	2

General and special funds—Continued

[OPERATIONS AND RESEARCH]—Continued

Trust Funds

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to *motor vehicle safety, motor vehicle cost savings and information, [traffic] and highway safety under chapter 301 of Title 49, U.S.C., part C of subtitle VI of Title 49, U.S.C., and 23 U.S.C. 403 [and section 2006 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240)], to be derived from the Highway Trust Fund, [\$51,712,000, of which \$27,066,000 shall] \$147,500,000, to remain available until September 30, 1999. (Department of Transportation and Related Agencies Appropriations Act, 1997.)*

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Safety performance standards			19
00.02 Safety Assurance			29
00.03 Highway safety programs	32	32	45
00.04 Research and analysis	19	19	78
00.05 Office of the Administrator			10
00.06 General administration			13
10.00 Total obligations	51	51	194
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	51	51	194
23.95 New obligations	-51	-51	-194
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	51	51	148
Permanent:			
68.00 Spending authority from offsetting collections: Off-setting collections (cash)			46
70.00 Total new budget authority (gross)	51	51	194
Change in unpaid obligations:			
72.90 Unpaid obligations, start of year: Obligated balance:			
Fund balance	109	62	51
73.10 New obligations	51	51	194
73.20 Total outlays (gross)	-97	-62	-164
74.90 Unpaid obligations, end of year: Obligated balance:			
Fund balance	62	51	79
Outlays (gross), detail:			
86.90 Outlays from new current authority	30	30	86
86.93 Outlays from current balances	67	32	32
86.97 Outlays from new permanent authority			46
87.00 Total outlays (gross)	97	62	164
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-44
88.40 Non-Federal sources			-2
88.90 Total, offsetting collections (cash)			-46
Net budget authority and outlays:			
89.00 Budget authority	51	51	148
90.00 Outlays	97	62	118

Programs funded under the Operations and Research appropriation are described below.

Safety Performance Standards (Rulemaking) Programs.—Supports the promulgation of Federal motor vehicle safety standards for motor vehicles, and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.—Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce Federal and State Odometer law, conduct safety recalls when warranted, and provide safety information via the Auto Safety Hotline.

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits and effectiveness. Research will continue to concentrate on improving vehicle crashworthiness and crash avoidance, with new emphasis on smart air bag technology and continuing emphasis on the National Biomechanics Center. The 1998 budget includes funds to continue a national crash data collection program and to improve problem identification, regulatory reform and program evaluation activities as well as an occupant protection survey. Grants will be offered to states desiring to link crash and health care data for determining the true costs of traffic crashes. Funding is also provided to support the Administration's Partnership for a New Generation of Vehicles (PNGV) initiative. Support of NHTSA's Intelligent Transportation Systems (ITS) program and the National Advanced Driving Simulator will be provided by funds to be transferred from the Federal Highway Administration. Resources will also be provided to support the Vehicle Research Test Center (VRTC).

Highway Safety Programs.—Provides for demonstrations, technical assistance and national leadership for highway safety programs conducted by State and local governments, the private sector, universities and research units, and various safety associations and organizations. This assistance includes demonstration programs emphasizing alcohol and drug countermeasures, occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian/bicycle safety and young and older driver safety programs. The Safe Communities demonstration project provides grants to communities and injury prevention centers to develop and manage local injury prevention programs. Special emphasis this year will be given to aggressive drivers, excessive speeding and air bag outreach education. The Department has set two important traffic safety program goals for the nation: reduce alcohol-related traffic fatalities to no more than 11,000 by the year 2005 (with a near-term goal of 15,075 by 1997) and increase safety belt use to 80 percent by 1999.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			35
11.3 Other than full-time permanent			1
11.5 Other personnel compensation			1
11.9 Total personnel compensation			37
12.1 Civilian personnel benefits			7
21.0 Travel and transportation of persons			1
23.1 Rental payments to GSA			4
23.3 Communications, utilities, and miscellaneous charges			3
24.0 Printing and reproduction			3
25.2 Other services			34
25.5 Research and development contracts			44
26.0 Supplies and materials			8
31.0 Equipment			7
99.0 Subtotal, direct obligations			148
99.0 Reimbursable obligations	51	51	46
99.9 Total obligations	51	51	194

Personnel Summary

Identification code 69-8016-0-7-401	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment			625
1005 Full-time equivalent of overtime and holiday hours			2

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred carrying out the provisions of 23 U.S.C. 153, 402, 408, and 410, and chapter 303 of title 49, United States Code, [and section 209 of Public Law 95-599, as amended,] to remain available until expended, [\$168,100,000], \$185,000,000 to be derived from the Highway Trust Fund: *Provided*, That, notwithstanding subsection 2009(b) of the Intermodal Surface Transportation Efficiency Act of 1991, none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [1997] 1998, are in excess of [\$168,100,000] \$185,500,000 for programs authorized under 23 U.S.C. 402, [and] 410, [as amended] and chapter 303 of title 49, U.S.C., of which [\$128,700,000] \$140,200,000 shall be for "State and community highway safety grants", \$2,300,000 shall be for the "National Driver Register", \$9,000,000 shall be for "Occupant Protection Incentive Grants," [\$11,500,000 shall be for highway safety grants as authorized by section 1003(a)(7) of Public Law 102-240, and \$25,500,000] and \$34,000,000 shall be for section 410 "Alcohol-impaired driving counter-measures programs": *Provided further*, That none of these funds shall be used for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed [\$5,468,000] \$5,268,000 of the funds made available for section 402 may be available for administering "State and community highway safety grants": *Provided further*, That not to exceed \$150,000 of the funds made available for section 402 may be available for administering the highway safety grants authorized by section 1003(a)(7) of Public Law 102-240: [*Provided further*, That the unobligated balances of the appropriation "Highway-Related Safety Grants" shall be transferred to and merged with this "Highway Traffic Safety Grants" appropriation:] *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-impaired driving counter-measures programs" shall be available for technical assistance to the States. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

[(RESCISSION OF CONTRACT AUTHORITY)]

[Of the available contract authority balances under this heading, \$11,800,000 are rescinded.] (*Omnibus Consolidated Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Section 402 formula grants	128	141	140
00.02 Section 410 Incentive Grants	25	25	34
00.03 National Driver Register	2	2	2
00.04 Occupant Protection Incentive Prg.			10
10.00 Total obligations	155	168	186
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	45	9	12
22.00 New budget authority (gross)	119	171	231
23.90 Total budgetary resources available for obligation	164	180	243
23.95 New obligations	-155	-168	-186
24.49 Unobligated balance available, end of year: Contract authority	9	12	57
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	155	168	186
40.49 Portion applied to liquidate contract authority	-155	-168	-186

43.00 Appropriation (total)			
Permanent:			
62.00 Transferred from other accounts		12	
66.10 Contract authority (definite)	119	171	231
Reduction pursuant to P.L. 104-208:			
66.75 Reduction pursuant to P.L. 104-208		-3	
66.75 Reduction pursuant to P.L. 104-208		-9	
66.90 Contract authority (total)	119	159	231
70.00 Total new budget authority (gross)	119	171	231

Change in unpaid obligations:

Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	11	20	25
72.49 Contract authority	127	127	127
72.99 Total unpaid obligations, start of year	138	147	152
73.10 New obligations	155	168	186
73.20 Total outlays (gross)	-146	-163	-172
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation	20	25	34
74.49 Contract authority	127	127	131
74.99 Total unpaid obligations, end of year	147	152	165
Outlays (gross), detail:			
86.90 Outlays from new current authority	63	69	76
86.93 Outlays from current balances	83	94	96
87.00 Total outlays (gross)	146	163	172
Net budget authority and outlays:			
89.00 Budget authority	119	171	231
90.00 Outlays	146	163	172

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	1996 actual	1997 est.	1998 est.
Balance, start of year:			
0100 Balance, start of year	45	9	12
0100 Balance, start of year	127	127	127
Contract authority:			
Contract authority:			
0200 Contract authority		12	
0200 Contract authority	119	171	231
0200 Contract authority		-12	
0299 Total contract authority	119	171	231
0400 Appropriation to liquidate contract authority	-155	-168	-186
Balance, end of year:			
0700 Balance, end of year	9	12	57
0700 Balance, end of year	127	127	131

Section 402.—The Section 402 State and Community Grant Program is a performance based program administered by NHTSA. Grant allocations are determined on the basis of a statutory formula established by Congress. States use this funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs within national priorities and implemented jointly with all members of the highway safety community. States develop safety goals, performance measures, and strategic plans to manage use of grants to reduce death and injury associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving and roadway safety. Grants are also available to improve safety of motorcyclists, pedestrians, bicyclists and older/younger drivers, and emergency medical services/trauma care, school bus safety, and better traffic records systems. In 1998 the Section 402 program of the Federal Highway Administration (FHWA) will be merged into the National Highway Traffic Safety Administration (NHTSA) Section 402 formula grants program.

Alcohol-Impaired Driving Incentive Grants.—A new "Alcohol-Impaired Driving Countermeasures" two-tiered basic and supplement grant program is being established to reward States that pass new laws and start more effective programs to attack drunk and impaired driving. This continues the

General and special funds—Continued

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
(LIMITATION ON OBLIGATIONS)—Continued
(HIGHWAY TRUST FUND)—Continued

Department's strong emphasis on impaired drivers that was addressed by the Section 410 incentive grant program. States may qualify for basic grants two ways. First, they can enact administrative license revocation and .08 BAC laws. Second, they can implement four of the following six programs: prevent persons under age 21 from obtaining alcohol; stepped-up police enforcement coupled with publicity; graduated licensing laws with nighttime driving restrictions and Zero Tolerance; achieving performance-based goals that reduce fatally injured drivers with a .10 BAC or higher and increase the number of drivers with known BAC test results; effective sanctions for repeat DWI offenders; and enacting administrative license revocation laws. There are 10 supplemental grant criteria including open container laws; mandatory alcohol testing for drunk driving suspects involved in fatal or serious injury; 02 BAC per se law for persons under age 21 with a minimum of 30 day license suspension; financially self-sustaining programs and use of passive alcohol sensors by police.

Occupant Protection Incentive Grants.—A new "Occupant Protection Program" is being established as a two-tiered basic and supplemental incentive grant to encourage States to strengthen laws and programs to increase safety belt and child safety seat use. States become eligible for basic grants by taking specific actions such as passing primary enforcement laws or penalty points for a belt law violation, demonstrating 70 percent or higher belt use statewide, and implementing a State Traffic Enforcement (STEP) program modeled after the North Carolina "Click It or Ticket" effort.

National Driver Register.—NDR funding is provided to implement and operate the Problem Driver Pointer System (PDPS) and improve traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses including impaired driving and hit and run. Legislation will be proposed to transfer certain activities to create a public/private partnership to jointly operate the PDPS.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	1996 actual	1997 est.	1998 est.
25.2 Other services	6	6	6
41.0 Grants, subsidies, and contributions	149	162	180
99.9 Total obligations	155	168	186

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

(In millions of dollars)

Budget authority:	1996 actual	1997 est.	1998 est.
Office of the Administrator	14	17	21
Railroad safety	50	51	57
Railroad research and development	24	20	22
Northeast corridor high-speed rail infrastructure program	115	175	.....
High-speed rail trainsets and facilities .....	.....	80	.....
Rhode Island Rail Development	1	7	10
Alaska Railroad rehabilitation	10	10	.....
Grants to the National Railroad Passenger Corporation	635	588	.....
Operating grants to the National Railroad Passenger Corporation .....	.....	.....	344
Capital grants to the National Railroad Passenger Corporation .....	.....	.....	423
Amtrak corridor improvement loans (liquidating account)	(1)	(1)	(1)
Railroad rehabilitation and improvement (liquidating account)	(5)	(5)	(11)

Trust fund share of next generation high-speed rail ¹	4	.....	.....
Next generation high-speed rail	19	25	20
Direct Loan Financing Program .....	.....	59	.....
Total budget authority	866	1,026	885

¹ Contract authority.

(In millions of dollars)

Program level (obligations):	1996 actual	1997 est.	1998 est.
Office of the Administrator	17	20	21
Railroad safety	50	51	57
Railroad research and development	24	25	22
Northeast corridor high-speed rail infrastructure program	116	179	.....
Rhode Island Rail Development .....	.....	8	10
High-speed rail trainsets and facilities .....	.....	80	.....
Alaska Railroad rehabilitation	10	10	.....
Operating grants to the National Railroad Passenger Corporation .....	.....	.....	344
Capital grants to the National Railroad Passenger Corporation .....	.....	.....	423
Grants to the National Railroad Passenger Corporation	564	736	.....
Trust fund share of next generation high-speed rail ¹	5	1	.....
Next generation high-speed rail	17	28	20
Direct Loan Financing Program .....	.....	59	.....
Total program level	803	1,197	897

¹ Obligation limitation.

(In millions of dollars)

Outlays:	1996 actual	1997 est.	1998 est.
Office of the Administrator	18	25	24
Local rail freight assistance	13	7	7
Railroad safety	50	47	57
Railroad research and development	18	33	24
Conrail commuter transition assistance	2	2	12
Northeast corridor high-speed rail infrastructure program	264	178	208
Rhode Island Rail Development .....	.....	3	8
High-speed rail trainsets and facilities .....	.....	16	40
Penn Station redevelopment project	1	.....	.....
Railroad rehabilitation activities	10	4	6
Grants to the National Railroad Passenger Corporation	627	552	119
Operating grants to the National Railroad Passenger Corporation .....	.....	.....	344
Capital grants to the National Railroad Passenger Corporation .....	.....	.....	122
Amtrak corridor improvement Loans (liquidating account)	(1)	(1)	(1)
Railroad rehabilitation and improvement (liquidating account)	(5)	(5)	(11)
Trust fund share of next generation high-speed rail	2	7	7
Next generation high-speed rail	7	22	30
Direct Loan Financing Program .....	.....	21	21
Total outlays	1,006	911	1,017

Note: May not add due to rounding.

Federal Funds

General and special funds:

OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$16,739,000]** \$20,559,000, of which **[\$1,523,000]** \$1,389,000 shall remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of a program making commitments to guarantee new loans under the Emergency Rail Services Act of 1970, as amended, and no new commitments to guarantee loans under section 211(a) or 211(h) of the Regional Rail Reorganization Act of 1973, as amended, shall be made: *Provided further*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances

available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	15	16	19
00.02 Contract support		1	
00.03 Washington Union Station		1	
00.05 Local rail freight assistance	1		
00.06 Alaska railroad liabilities	1	2	1
00.91 Total, direct program	17	20	20
Reimbursable program:			
01.01 Reimbursable services		1	1
01.02 Union Station deed pmts			1
01.91 Total, reimbursable program		1	2
10.00 Total obligations	17	21	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	6	4	
22.00 New budget authority (gross)	14	18	23
22.10 Resources available from recoveries of prior year obligations	1		
22.30 Unobligated balance expiring		-1	
23.90 Total budgetary resources available for obligation	21	21	23
23.95 New obligations	-17	-21	-22
24.40 Unobligated balance available, end of year:			
Uninvested balance	4		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	14	17	21
Permanent:			
Spending authority from offsetting collections:			
Offsetting collections (cash):			
68.00 Offsetting collections (cash)		1	1
68.00 Offsetting collections (cash)			1
68.90 Spending authority from offsetting collections (total)		1	2
70.00 Total new budget authority (gross)	14	18	23
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	12	10	5
73.10 New obligations	17	21	22
73.20 Total outlays (gross)	-18	-26	-26
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	10	5	3
Outlays (gross), detail:			
86.90 Outlays from new current authority	11	15	19
86.93 Outlays from current balances	7	10	5
86.97 Outlays from new permanent authority		1	2
87.00 Total outlays (gross)	18	26	26
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources		-1	-1
88.40 Non-Federal sources			-1
88.90 Total, offsetting collections (cash)		-1	-2
Net budget authority and outlays:			
89.00 Budget authority	14	17	21
90.00 Outlays	18	25	24

The Office of the Administrator is authorized in the Department of Transportation Act (P.L. 88-670). The programs under this account are:

Salaries and expenses.—Provides the administrative and policy support for all FRA activities and the technical support for the passenger and freight programs funded under the Office of the Administrator.

Contract support.—Provides support for policy oriented economic, industry, and systems analysis.

Washington Union Station.—The Department of Transportation purchased Washington Union Station on November 1, 1988. Lease payments on the property are collected from the Union Station Redevelopment Corporation, credited to the Office of the Administrator account, and made from this account to the deed holder. Receipts are estimated to cover the mortgage payments in 1997 and 1998. The deed is expected to be paid in full in 2001.

Alaska Railroad liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The 1998 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	10
12.1 Civilian personnel benefits	3	3	3
23.1 Rental payments to GSA			3
25.2 Other services	2	5	2
25.3 Purchases of goods and services from Government accounts	1	1	1
99.0 Subtotal, direct obligations	16	20	19
99.0 Reimbursable obligations		1	2
99.5 Below reporting threshold	1		1
99.9 Total obligations	17	21	22

Personnel Summary

Identification code 69-0700-0-1-401	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	159	160	154
1005 Full-time equivalent of overtime and holiday hours	1		

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	30	17	10
73.20 Total outlays (gross)	-13	-7	-7
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	17	10	3
Outlays (gross), detail:			
86.93 Outlays from current balances	13	7	7
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	13	7	7

This program provided discretionary and flat-rate grants to States for rail planning, and for acquisition, track rehabilitation, and rail facility construction with respect to light density freight lines. No funds are requested for this account in 1998.

General and special funds—Continued

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, **[\$51,407,000] \$57,067,000**, of which **[\$2,476,000] \$5,511,000** shall remain available until expended: *Provided*, That notwithstanding any other law, funds appropriated under this heading are available for the reimbursement of out-of-state travel and per diem costs incurred by employees of State governments directly supporting the Federal railroad safety program, including regulatory development and compliance-related activities. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0702-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Federal Enforcement	37	39	41
00.02 Automated Track Inspection Program	2	1	4
00.03 Safety Regulation and Program Administration	11	11	12
10.00 Total obligations	50	51	57
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	50	51	57
23.95 New obligations	-50	-51	-57
New budget authority (gross), detail:			
40.00 Appropriation	50	51	57
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	8	7	12
73.10 New obligations	50	51	57
73.20 Total outlays (gross)	-50	-47	-57
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	7	12	11
Outlays (gross), detail:			
86.90 Outlays from new current authority	46	41	46
86.93 Outlays from current balances	4	6	11
87.00 Total outlays (gross)	50	47	57
Net budget authority and outlays:			
89.00 Budget authority	50	51	57
90.00 Outlays	50	47	57

The Federal role in the Railroad Safety program is to protect railroad employees and the public by ensuring the safe operation of passenger and freight trains. The authority to accomplish this role is found in Subtitle V of Title 49, United States Code. The programs of the Railroad Safety appropriation are grouped under three major activities. The Administration proposes that the cost of FRA's rail safety activities be fully offset by fees collected from rail carriers beginning in 1998.

Federal enforcement.—Provides support for the field staff of safety inspectors and clerical positions located in eight regional offices throughout the United States. This staff is responsible for the enforcement of Federal safety regulations and standards.

Automated track inspection program.—Provides support for vehicles which are used to survey Class I and regional and shortline routes for track maintenance and rehabilitation.

Safety regulation and program administration.—Provides support for safety headquarters which issues standards, procedures, and regulations, administers post-accident and random testing of railroad employees, provides technical training and manages highway-rail grade crossing projects.

Object Classification (in millions of dollars)

Identification code 69-0702-0-1-401	1996 actual	1997 est.	1998 est.
11.1 Personnel compensation: Full-time permanent	28	30	32
12.1 Civilian personnel benefits	8	8	8
21.0 Travel and transportation of persons	5	5	5

23.3	Communications, utilities, and miscellaneous charges	1	1	1
25.2	Other services	5	5	9
25.3	Purchases of goods and services from Government accounts	1	1	1
31.0	Equipment	1	1	1
99.5	Below reporting threshold	1		
99.9	Total obligations	50	51	57

Personnel Summary

Identification code 69-0702-0-1-401	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	529	543	546
1005 Full-time equivalent of overtime and holiday hours	8	8	8

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$20,100,000] \$21,638,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
Direct program:				
00.01	Equipment, operations, and hazardous materials	6	7	6
00.02	Track, structures and train control	7	9	8
00.03	Safety of high speed ground transportation	9	6	5
00.05	Research and development facilities		1	1
00.06	Administration	2	2	2
00.91	Total direct program	24	25	22
01.01	Reimbursable program		1	1
10.00	Total obligations	24	26	23
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year:			
Uninvested balance	4	5		
22.00	New budget authority (gross)	24	21	23
23.90	Total budgetary resources available for obligation	28	26	23
23.95	New obligations	-24	-26	-23
24.40	Unobligated balance available, end of year:			
Uninvested balance	5			
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	24	20	22
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)		1	1
70.00	Total new budget authority (gross)	24	21	23
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance:			
Appropriation	25	31	22	
73.10	New obligations	24	26	23
73.20	Total outlays (gross)	-18	-34	-25
74.40	Unpaid obligations, end of year: Obligated balance:			
Appropriation	31	22	20	
Outlays (gross), detail:				
86.90	Outlays from new current authority	8	12	13
86.93	Outlays from current balances	10	21	11
86.97	Outlays from new permanent authority		1	1
87.00	Total outlays (gross)	18	34	25
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-1	-1
Net budget authority and outlays:				
89.00	Budget authority	24	20	22
90.00	Outlays	18	33	24

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support for rail safety rulemaking and enforcement and to stimulate technological advances in conventional and high-speed railroads. This activity is conducted with the cooperation and some cost-sharing from private sector organizations.

Equipment, operations and hazardous materials research.—Provides for research in safety and performance improvements to freight and passenger equipment, operating practices and hazardous materials.

Track, structures and train control.—Provides for research in safety and performance improvements to track structure, track components, railroad bridge and tunnel structures, signal and train control, and track-vehicle interaction.

Safety of high-speed ground transportation.—Provides for research in the development of safety performance standards, technological advances, and the conduct of safety and environmental assessments for new high-speed ground transportation systems.

R&D facilities.—Provides support for the Transportation Test Center (TTC) near Pueblo, Colorado, which is a government-owned, contractor-operated facility. The Association of American Railroads (AAR) is the private operator under a contract for care, custody and control.

Administration.—Provides support for the salaries and related administrative expenses of the Office of Research and Development.

Object Classification (in millions of dollars)			
Identification code 69-0745-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services	8	1	.....
25.5 Research and development contracts	13	22	19
41.0 Grants, subsidies, and contributions .....	.....	1	1
99.0 Subtotal, direct obligations	22	25	21
99.0 Reimbursable obligations .....	.....	1	1
99.5 Below reporting threshold	2	.....	1
99.9 Total obligations	24	26	23

Personnel Summary			
Identification code 69-0745-0-1-401	1996 actual	1997 est.	1998 est.
1001 Total compensable workyears: Full-time equivalent employment	18	19	18

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)			
Identification code 69-0747-0-1-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	20	18	16
73.10 New obligations .....	.....	.....	.....
73.20 Total outlays (gross)	-2	-2	-12
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	18	16	4
Outlays (gross), detail:			
86.93 Outlays from current balances	2	2	12
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	2	2	12

These funds helped to defray the one-time-only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. Between 1986 and 1993, funds were

appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania region. No additional funds are requested in 1998.

[NORTHEAST CORRIDOR HIGH-SPEED RAIL INFRASTRUCTURE PROGRAM]

[For necessary expenses related to Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.) and 49 U.S.C. 24909, \$115,000,000, to remain available until September 30, 1999.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, [\$7,000,000] \$10,000,000 to be matched by the State of Rhode Island or its designee on a dollar for dollar basis and to remain available until expended: *Provided*, That as a condition of accepting such funds, the Providence and Worcester (P&W) Railroad shall enter into an agreement with the Secretary to reimburse Amtrak and/or the Federal Railroad Administration, on a dollar for dollar basis, up to the first \$13,000,000 in damages resulting from the legal action initiated by the P&W Railroad under its existing contracts with Amtrak relating to the provision of vertical clearances between Davisville and Central Falls in excess of those required for present freight operations. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

[For additional necessary expenses related to Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.) and 49 U.S.C. 24909, \$60,000,000, to remain available until September 30, 1999.] (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-9914-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Northeast Corridor improvement program	116	179	.....
00.02 Rhode Island Rail development program .....	.....	8	10
10.00 Total obligations	116	187	10
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested balance	4	5	.....
22.00 New budget authority (gross)	116	182	10
23.90 Total budgetary resources available for obligation	120	187	10
23.95 New obligations	-116	-187	-10
24.40 Unobligated balance available, end of year: Uninvested balance	5	.....	.....
New budget authority (gross), detail:			
40.00 Appropriation	116	182	10
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	528	379	384
73.10 New obligations	116	187	10
73.20 Total outlays (gross)	-265	-181	-216
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	379	384	178
Outlays (gross), detail:			
86.90 Outlays from new current authority .....	.....	36	2
86.93 Outlays from current balances	265	145	214
87.00 Total outlays (gross)	265	181	216
Net budget authority and outlays:			
89.00 Budget authority	116	182	10
90.00 Outlays	265	181	216

Distribution of budget authority by account:			
Northeast Corridor Improvement Program .....	.....	.....	.....
Rhode Island Rail Development .....	.....	.....	.....

General and special funds—Continued

RHODE ISLAND RAIL DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-9914-0-1-401	1996 actual	1997 est.	1998 est.
Total Budget Authority			
Distribution of outlays by account:			
Northeast Corridor Improvement Program			
Rhode Island Rail Development			
Total Outlays			

Provides funds to continue the construction of a third rail line and related costs between Davisville and Central Falls, RI.

Object Classification (in millions of dollars)

Identification code 69-9914-0-1-401	1996 actual	1997 est.	1998 est.
25.2 Other services	1	4	
41.0 Grants, subsidies, and contributions	115	183	10
99.9 Total obligations	116	187	10

HIGH-SPEED RAIL TRAINSETS AND FACILITIES

[For the National Railroad Passenger Corporation, \$80,000,000, to remain available until September 30, 1999, to pursue public/private partnerships for high-speed rail trainset and maintenance facility financing arrangements.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0755-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Trainsets and Facilities		80	
10.00 Total obligations (object class 41.0)		80	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		80	
23.95 New obligations		-80	
New budget authority (gross), detail:			
40.00 Appropriation		80	
		80	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			64
73.10 New obligations		80	
73.20 Total outlays (gross)		-16	-40
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		64	24
Outlays (gross), detail:			
86.90 Outlays from new current authority		16	
86.93 Outlays from current balances			40
87.00 Total outlays (gross)		16	40
Net budget authority and outlays:			
89.00 Budget authority		80	
90.00 Outlays		16	40

Amtrak, the National Railroad Passenger Corporation, is acquiring trainsets specially designed to offer enhanced high-speed (150 mph) service on the Northeast Corridor from Washington, DC, to Boston, Massachusetts. Funds appropriated in 1997 will help finance the acquisition of the trainsets and related maintenance facilities. No funds are requested for this account in 1998.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	2	2	1
73.10 New obligations			
73.20 Total outlays (gross)	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	2	1	
Outlays (gross), detail:			
86.93 Outlays from current balances	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Penn Station. Funding for this project is included in the Grants to the National Railroad Passenger Corporation appropriation in fiscal years 1995 through 1997, and in the Capital Grants to the National Railroad Passenger Corporation (Highway Trust Fund) account in fiscal year 1998.

[ALASKA RAILROAD REHABILITATION] RAILROAD REHABILITATION ACTIVITIES

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$10,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM ACCOUNT

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That no new loan guarantee commitments shall be made during fiscal year [1997]1998. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	10	10	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10	10	
23.95 New obligations	-10	-10	
New budget authority (gross), detail:			
40.00 Appropriation	10	10	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			6
73.10 New obligations	10	10	
73.20 Total outlays (gross)	-9	-4	-6
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		6	
Outlays (gross), detail:			
86.90 Outlays from new current authority	9	4	
86.93 Outlays from current balances			6
87.00 Total outlays (gross)	9	4	6

Net budget authority and outlays:			
89.00	Budget authority	10	10
90.00	Outlays	10	4

Data above includes funds for the Alaska Railroad Rehabilitation account, and the Railroad Rehabilitation and Improvement and Amtrak Corridor Improvement Loans program accounts. These accounts were funded under separate appropriations, and are being displayed in a consolidated format to enhance presentation. The Alaska Railroad Rehabilitation account provided a direct payment to a for-profit State-run railroad. The remaining two accounts are loan administration accounts. No funding is requested in 1998 for any of these accounts.

[GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION]

[To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation authorized by 49 U.S.C. 24104, \$565,450,000, to remain available until expended, of which \$342,000,000 shall be available for operating losses and for mandatory passenger rail service payments, and \$223,450,000 shall be for capital improvements: *Provided*, That funding under this head for capital improvements shall not be made available before July 1, 1997: *Provided further*, That none of the funds herein appropriated shall be used for lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the president of the Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

[For additional expenses necessary for "Grants to the National Railroad Passenger Corporation," \$22,500,000 for operating losses, to remain available until September 30, 1997: *Provided*, That amounts made available shall only be used to continue service on routes the National Passenger Corporation currently plans to terminate.] (*Omnibus Consolidated Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01	Operating grants	306	364
00.02	Capital grants	158	372
00.04	Transition costs	100	
10.00	Total obligations (object class 41.0)	564	736
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested balance	78	148
22.00	New budget authority (gross)	635	588
23.90	Total budgetary resources available for obligation	713	736
23.95	New obligations	-564	-736
24.40	Unobligated balance available, end of year:		
	Uninvested balance	148	
New budget authority (gross), detail:			
40.00	Appropriation	635	588
		635	588
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Appropriation	78	15
73.10	New obligations	564	736
73.20	Total outlays (gross)	-627	-552
74.40	Unpaid obligations, end of year: Obligated balance:		
	Appropriation	15	199
Outlays (gross), detail:			
86.90	Outlays from new current authority	564	454
86.93	Outlays from current balances	63	98
87.00	Total outlays (gross)	627	552
Net budget authority and outlays:			
89.00	Budget authority	635	588
90.00	Outlays	627	552

Funding for Amtrak will be derived from the Highway Trust Fund beginning in 1998. A description of the program accompanies the Trust Fund schedules.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for Next Generation High-Speed Rail studies, corridor planning, development, demonstration, and implementation, [\$24,757,000] \$19,595,000, to remain available until expended: *Provided*, That funds under this head may be made available for grants to States for high-speed rail corridor design, feasibility studies, environmental analyses, and track and signal improvements. (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.02	Technology development	17	27
00.04	Administration		1
10.00	Total obligations	17	28
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested balance	1	3
22.00	New budget authority (gross)	19	25
23.90	Total budgetary resources available for obligation	20	28
23.95	New obligations	-17	-28
24.40	Unobligated balance available, end of year:		
	Uninvested balance	3	
New budget authority (gross), detail:			
40.00	Appropriation	19	25
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Appropriation	16	27
73.10	New obligations	17	28
73.20	Total outlays (gross)	-7	-22
74.40	Unpaid obligations, end of year: Obligated balance:		
	Appropriation	27	33
Outlays (gross), detail:			
86.90	Outlays from new current authority	2	10
86.93	Outlays from current balances	5	12
87.00	Total outlays (gross)	7	22
Net budget authority and outlays:			
89.00	Budget authority	19	25
90.00	Outlays	7	22

The Next Generation High-Speed Rail Program will fund: (1) the research, development, and technology demonstration programs authorized in section 1036(c) of ISTEA and chapter 261 of subtitle V of title 49, U.S.C., as added by Public Law 103-440; and (2) planning and analysis required to evaluate technology proposals under the program.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	1996 actual	1997 est.	1998 est.
25.2	Other services	12	26
41.0	Grants, subsidies, and contributions	5	1
99.5	Below reporting threshold		1
99.9	Total obligations	17	28

Personnel Summary

Identification code 69-0722-0-1-401	1996 actual	1997 est.	1998 est.
1001	Total compensable workyears: Full-time equivalent employment	3	4

Credit accounts:

[DIRECT LOAN FINANCING PROGRAM]

[Notwithstanding any other provision of law, \$58,680,000, for direct loans not to exceed \$400,000,000 consistent with the purposes of section 505 of the Railroad Revitalization and Regulatory Reform Act of 1976 (45 U.S.C. 825) as in effect on September 30, 1988, to the Alameda Corridor Transportation Authority to continue the Alameda Corridor Project, including replacement of at-grade rail lines with a below-grade corridor and widening of the adjacent major highway: *Provided*, That loans not to exceed the following amounts shall be made on or after the first day of the fiscal year indicated:

Fiscal year 1997	\$140,000,000
Fiscal year 1998	\$140,000,000
Fiscal year 1999	\$120,000,000

Provided further, That any loan authorized under this section shall be structure with a maximum 30-year repayment after completion of construction at an annual interest rate of not to exceed the 30-year United States Treasury rate and on such terms and conditions as deemed appropriate by the Secretary of Transportation: *Provided further*, That specific provisions of section 505 (a), (b), and (d) through (h) shall apply: *Provided further*, That the Alameda Corridor Transportation Authority shall be deemed to be a financially responsible person for purposes of section 505 of the Act. (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0536-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)		59	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		59	
23.95 New obligations		-59	
New budget authority (gross), detail:			
40.00 Appropriation		59	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			38
73.10 New obligations		59	
73.20 Total outlays (gross)		-21	-21
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation		38	18
Outlays (gross), detail:			
86.90 Outlays from new current authority		21	
86.93 Outlays from current balances			21
87.00 Total outlays (gross)		21	21
Net budget authority and outlays:			
89.00 Budget authority		59	
90.00 Outlays		21	21

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0536-0-1-401	1996 actual	1997 est.	1998 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels		400	
1159 Total direct loan levels		400	
Direct loan subsidy (in percent):			
1320 Subsidy rate		14.67	0.00
1329 Weighted average subsidy rate		14.67	0.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority		59	
1339 Total subsidy budget authority		59	
Direct loan subsidy outlays:			
1340 Subsidy outlays		21	21
1349 Total subsidy outlays		21	21

The Alameda Transportation Corridor is an intermodal project connecting the Ports of Los Angeles and Long Beach to downtown Los Angeles. The project replaces the current 20 miles of at-grade rail lines with a high-speed, below-grade corridor, thereby eliminating over 200 grade crossings. It also widens and improves the adjacent major highway on this alignment and mitigates the impact of increased international traffic transferring through the San Pedro Ports. The loan will permit construction to continue without interruption through the date of an anticipated revenue bond sale, the proceeds of which will fund the majority of the project's costs.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loan(s) obligated in 1997. The subsidy amounts are estimated on a present value basis. No funds are requested for this account in 1998, as all funds required to complete this project were provided in 1997.

DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Alameda Corridor Direct Loan Obligations		400	
10.00 Total obligations		400	
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		400	
23.90 Total budgetary resources available for obligation		400	
23.95 New obligations		-400	
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)		341	
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		21	21
68.10 Receivables from program account		38	-21
68.90 Spending authority from offsetting collections (total)		59	
70.00 Total new financing authority (gross)		400	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.47 Obligated balance: Authority to borrow			222
72.95 Receivables from program account			38
72.99 Total unpaid obligations, start of year			260
73.10 New obligations		400	
73.20 Total financing disbursements (gross)		-140	-140
Unpaid obligations, end of year:			
74.47 Obligated balance: Authority to borrow		222	102
74.95 Receivables from program account		38	17
74.99 Total unpaid obligations, end of year		260	119
87.00 Total financing disbursements (gross)		140	140
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Program account		-21	-21
88.95 Change in receivables from program accounts		-38	21
Net financing authority and financing disbursements:			
89.00 Financing authority		341	
90.00 Financing disbursements		119	119

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loan(s) obligated in 1997. The amounts in this account are a means of financing and are not included in the budget totals.

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans		400	
1150 Total direct loan obligations		400	
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			140
1231 Disbursements: Direct loan disbursements		140	140
1290 Outstanding, end of year		140	280

Balance Sheet (in millions of dollars)

Identification code 69-4183-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net			38	18
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross			140	280
1405 Allowance for subsidy cost (-)			-21	-42
1499 Net present value of assets related to direct loans			119	238
1999 Total assets			157	256
LIABILITIES:				
2103 Federal liabilities: Debt			119	238
2999 Total liabilities			119	238
NET POSITION:				
3100 Appropriated capital			38	18
3999 Total net position			38	18
4999 Total liabilities and net position			157	256

Credit accounts:

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	4	4	4
1231 Disbursements: Direct loan disbursements			
1251 Repayments: Repayments and prepayments			
1290 Outstanding, end of year	4	4	4

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Interest to Treasury	4	4	3

10.00	Total obligations (object class 43.0)	4	4	3
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Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year:			
	Uninvested balance		2	2
22.00	New budget authority (gross)	6	4	3
22.60	Redemption of debt			
23.90	Total budgetary resources available for obligation	6	6	5
23.95	New obligations	-4	-4	-3
24.40	Unobligated balance available, end of year:			
	Uninvested balance	2	2	2

New budget authority (gross), detail:

Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	10	8	14
68.47	Portion applied to debt reduction	-5	-4	-11
68.90	Spending authority from offsetting collections (total)	6	4	3
70.00	Total new budget authority (gross)	6	4	3

Change in unpaid obligations:

73.10	New obligations	4	4	3
73.20	Total outlays (gross)	-6	-4	-3

Outlays (gross), detail:

86.97	Outlays from new permanent authority	6	4	3
86.98	Outlays from permanent balances			
87.00	Total outlays (gross)	6	4	3

Offsets:

Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-10	-8	-14

Net budget authority and outlays:

89.00	Budget authority	-4	-4	-11
90.00	Outlays	-6	-4	-11

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	1996 actual	1997 est.	1998 est.	
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year	77	72	67
1251	Repayments: Repayments and prepayments	-5	-5	-11
1290	Outstanding, end of year	72	67	56

Section 505—Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual outlays of -\$7 million in 1996, and projected outlays of -\$7 million in 1997 resulting from payments of principal and interest as well as repurchases of redeemable preference shares and the sale of redeemable preference shares to the private sector.

Section 511—Loan repayments.—This program reflects repayments of principal and interest on outstanding borrowings by the railroads to the Federal Financing Bank under the section 511 loan guarantee program.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated and loan guarantees committed prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Investments in US securities:				
1102	Federal assets: Treasury securities, par	2	2	2

Credit accounts—Continued

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT—Continued

Balance Sheet (in millions of dollars)—Continued

Identification code 69-4411-0-3-401	1995 actual	1996 actual	1997 est.	1998 est.
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	95	72	67	56
1602 Interest receivable		26	22	19
1699 Value of assets related to direct loans	95	98	89	75
1999 Total assets	95	100	91	77
LIABILITIES:				
Federal liabilities:				
2102 Interest payable		26	22	19
2103 Debt		72	67	56
2104 Resources payable to Treasury				
2999 Total liabilities		98	89	75
NET POSITION:				
3200 Invested capital	70	2	2	2
3300 Cumulative results of operations	25			
3999 Total net position	95	2	2	2
4999 Total liabilities and net position	95	100	91	77

AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4164-0-3-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation			
73.20 Total financing disbursements (gross)		-2	
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation			
87.00 Total financing disbursements (gross)		2	
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements		2	

Status of Direct Loans (in millions of dollars)

Identification code 69-4164-0-3-401	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	3	3	5
1231 Disbursements: Direct loan disbursements		2	
1290 Outstanding, end of year	3	5	5

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0720-0-1-401	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
23.95 New obligations			
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	1	1	1
68.47 Portion applied to debt reduction	-1	-1	-1
68.90 Spending authority from offsetting collections (total)			
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	-1		
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1
Net budget authority and outlays:			
89.00 Budget authority	-1	-1	-1
90.00 Outlays	-1	-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	1996 actual	1997 est.	1998 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	7	6	5
1251 Repayments: Repayments and prepayments	-1	-1	-1
1290 Outstanding, end of year	6	5	4

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	9	8	7	6
1999 Total assets	9	8	7	6

Trust Funds

【TRUST FUND SHARE OF NEXT GENERATION HIGH-SPEED RAIL】

【(LIQUIDATION OF CONTRACT AUTHORIZATION)】

【(HIGHWAY TRUST FUND)】

【For grants and payment of obligations incurred in carrying out the provisions of the High-Speed Ground Transportation program as defined in subsections 1036(c) and 1036(d)(1)(B) of the Intermodal Surface Transportation Efficiency Act of 1991, including planning and environmental analyses, \$2,855,000, to be derived from the Highway Trust Fund and to remain available until expended.】 (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-9973-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	5	1	

Budgetary resources available for obligation:		
21.49	Unobligated balance available, start of year: Contract authority	2 1
22.00	New budget authority (gross)	4
23.90	Total budgetary resources available for obligation	6 1
23.95	New obligations	-5 -1
24.49	Unobligated balance available, end of year: Contract authority	1

New budget authority (gross), detail:		
Current:		
40.26	Appropriation (trust fund, definite)	7 3
40.49	Portion applied to liquidate contract authority	-7 -3
43.00	Appropriation (total) .....	.....
Permanent:		
66.10	Contract authority (definite)	4
70.00	Total new budget authority (gross)	4

Change in unpaid obligations:		
72.40	Unpaid obligations, start of year: Obligated balance: Appropriation	13 16 10
73.10	New obligations	5 1
73.20	Total outlays (gross)	-2 -7 -7
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	16 10 3

Outlays (gross), detail:		
86.93	Outlays from current balances	2 7 7

Net budget authority and outlays:		
89.00	Budget authority	4
90.00	Outlays	2 7 7

This account provided funds for research, development, and demonstrations to support the advancement of high-speed rail technology. These activities are now supported through the Next Generation High Speed Rail general fund account.

Status of Contract Authority (in millions of dollars)

Identification code 69-9973-0-7-401	1996 actual	1997 est.	1998 est.
0100 Balance, start of year	2	1	.....
Contract authority:			
0200 Contract authority	4	.....	.....
0400 Appropriation to liquidate contract authority	-7	-3	.....
0700 Balance, end of year	1	.....	.....

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(HIGHWAY TRUST FUND)

For necessary expenses of capital improvements of the National Railroad Passenger Corporation, \$423,450,000, to be derived from the Highway Trust Fund; of which not less than \$200,000,000, to remain available until September 30, 2000, shall be for Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.), and 49 U.S.C. 24909; and of which no more than \$223,450,000, to become available on July 1, 1998 and remain available until expended shall, be for capital grants authorized by 49 U.S.C. 24104 (a), of which \$23,450,000 shall be for the Pennsylvania Station Redevelopment Project.-

Program and Financing (in millions of dollars)

Identification code 69-8399-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 General Capital	200
00.02 Northeast Corridor Improvement Program	200
00.03 NY Penn Station	23
10.00 Total obligations (object class 41.0)	423
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	423
23.95 New obligations	-423

New budget authority (gross), detail:		
40.26	Appropriation (trust fund, definite)	423

Change in unpaid obligations:		
72.40	Unpaid obligations, start of year: Obligated balance: Appropriation .....	.....
73.10	New obligations	423
73.20	Total outlays (gross)	-122
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	301

Outlays (gross), detail:		
86.90	Outlays from new current authority	122

Net budget authority and outlays:		
89.00	Budget authority	423
90.00	Outlays	122

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for profit corporation with all Board members effectively appointed by the Executive Branch of the Federal Government and is not an agency or instrumentality of the U.S. Government. Funding for Amtrak will be derived from the Highway Trust Fund beginning in 1998.

Northeast Corridor Improvements.—Provides support for capital improvements in the Northeast Corridor, including upgrading of passenger rail service between Washington, D.C. and Boston, MA.

Capital grants.—Provides support for Amtrak capital requirements, including the Pennsylvania Station Redevelopment Project. Financing for these programs was derived from the General Fund prior to 1998.

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(HIGHWAY TRUST FUND)

For making grants to the National Railroad Passenger Corporation authorized by 49 U.S.C. 24104(b-c), \$344,000,000, to be derived from the Highway Trust Fund and to remain available until expended, for operating losses and for mandatory passenger rail service payments: Provided, That none of the funds appropriated herein shall be used for lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the president of the Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.

Program and Financing (in millions of dollars)

Identification code 69-8201-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Operating Grants	344
10.00 Total obligations (object class 41.0)	344
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	344
23.95 New obligations	-344
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	344
Change in unpaid obligations:			
73.10 New obligations	344
73.20 Total outlays (gross)	-344
Outlays (gross), detail:			
86.90 Outlays from new current authority	344
Net budget authority and outlays:			
89.00 Budget authority	344
90.00 Outlays	344

Operating Grants to the National Railroad Passenger Corporation provide support for the on-going operations of Am-

Credit accounts—Continued

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

(HIGHWAY TRUST FUND)—Continued

trak, including activities previously funded under mandatory passenger rail service payments. The Administration will work with Congress, Amtrak management and labor, State governments, and other interested parties in the coming year to develop an affordable long-range plan that eliminates Amtrak's dependence on Federal operating subsidy. Funding for Amtrak was derived from the General Fund prior to 1998.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides funding to transit operators, State and local governments and other recipients for the construction of facilities; the purchase of vehicles and equipment; the improvement of technology, service techniques, and methods; the support of regionwide transportation planning; and transit operations. In addition to improving general mobility, FTA provides financial assistance to help implement other national goals relating to mobility for the elderly, people with disabilities, and economically disadvantaged individuals. In 1998, FTA's budget request totals \$4.4 billion, all of which will come from the Mass Transit Account of the Highway Trust Fund under legislation being proposed for FY 1998 to FY 2003.

The following tables show the funding for Federal Transit Administration programs.

	[In millions of dollars]		
	1996 actual	1997 est.	1998 est.
Budget Authority:			
Administrative expenses (trust funded in 1998)	41	42	47
Transit planning and research (trust funded in 1998)	86	86	92
Washington Metro (trust funded in 1998)	200	200	200
Formula grants (including trust funded)	2,052	2,409	0
Formula programs (trust fund)	0	0	3,971
University Transportation Centers	6	6	0
Discretionary grants (trust fund)	1,665	2,880	0
Major capital investments (trust fund)	0	0	800
Total, budget authority	4,050	5,623	5,110
Program level (obligations):			
Administrative expenses (trust funded in 1998)	41	42	47
Research, training and human resources			
Transit planning and research (trust funded in 1998)	86	101	92
Interstate transfer grants—transit	35	22	0
Washington Metro (trust funded in 1998)	200	201	200
Formula grants (including trust funded)	2,034	2,837	0
Formula programs (trust fund)	0	0	3,410
University Transportation Centers	6	6	0
Discretionary grants (trust fund)	1,697	2,340	0
Major capital investments (trust fund)	0	0	634
Total, program level	4,099	5,549	4,382
Outlays:			
Administrative expenses (including trust funded)	39	40	46
Research, training and human resources	3	6	4
Transit planning and research (including trust funded)	89	78	95
Interstate transfer grants—transit	1	27	11
Washington Metro (including trust funded)	195	208	160
Formula grants (including trust funded)	1,799	2,209	1,676
Formula programs (trust fund)			170
University Transportation Centers	8	7	6
Miscellaneous expired accounts	12	7	5
Discretionary grants/Major capital investments (trust fund)	2,226	1,882	1,706
Total, Outlays	4,372	4,464	3,879

Federal Funds

General and special funds:

ADMINISTRATIVE EXPENSES

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$41,497,000.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)			
Identification code 69-1120-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct program	41	42	
01.01 Reimbursable program	2	2	
10.00 Total obligations	43	44	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	43	44	
23.95 New obligations	-43	-44	
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	41	41	
42.00 Transferred from other accounts		1	
43.00 Appropriation (total)	41	42	
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	
70.00 Total new budget authority (gross)	43	44	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	2	3	4
73.10 New obligations	43	44	
73.20 Total outlays (gross)	-41	-42	-4
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	3	4	
Outlays (gross), detail:			
86.90 Outlays from new current authority	37	38	
86.93 Outlays from current balances	2	2	4
86.97 Outlays from new permanent authority	2	2	
87.00 Total outlays (gross)	41	42	4
Offsets:			
88.00 Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources	-2	-2	
Net budget authority and outlays:			
89.00 Budget authority	41	42	
90.00 Outlays	39	40	4

Beginning in 1998, funds for this account will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)			
Identification code 69-1120-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	26	28	
11.3 Other than full-time permanent	1	1	
11.9 Total personnel compensation	27	29	
12.1 Civilian personnel benefits	5	5	
21.0 Travel and transportation of persons	1	1	
23.3 Communications, utilities, and miscellaneous charges	1	1	
25.2 Other services	4	5	
31.0 Equipment	1		
99.0 Subtotal, direct obligations	39	41	
99.0 Reimbursable obligations	1	1	
99.5 Below reporting threshold	3	2	

99.9	Total obligations	43	44
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Personnel Summary

Identification code 69-1120-0-1-401	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	472	495	.....
1005 Full-time equivalent of overtime and holiday hours	2	2	.....
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	22	22	.....

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
22.21 Unobligated balance transferred to other accounts	-1	.....	.....
23.90 Total budgetary resources available for obligation .....	.....	.....	.....
23.95 New obligations .....	.....	.....	.....
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	17	13	7
73.20 Total outlays (gross)	-3	-6	-4
73.45 Adjustments in unexpired accounts	-1	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	13	7	3
Outlays (gross), detail:			
86.93 Outlays from current balances	3	6	4
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	3	6	4

The activities of this account, beginning in 1993, are financed in the Transit Planning and Research account along with other activities authorized by the Intermodal Surface Transportation Efficiency Act of 1991.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	35	22	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	40	22	.....
22.10 Resources available from recoveries of prior year obligations	16	.....	.....
23.90 Total budgetary resources available for obligation	56	22	.....
23.95 New obligations	-35	-22	.....
24.40 Unobligated balance available, end of year:			
Uninvested balance	22	.....	.....
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	2	20	15
73.10 New obligations	35	22	.....
73.20 Total outlays (gross)	-1	-27	-11
73.45 Adjustments in unexpired accounts	-16	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	20	15	4
Outlays (gross), detail:			
86.93 Outlays from current balances	1	27	11

Net budget authority and outlays:			
89.00	Budget authority .....	.....	.....
90.00	Outlays	1	27
			11

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

【For necessary expenses to carry out the provisions of section 14 of Public Law 96-184 and Public Law 101-551, \$200,000,000, to remain available until expended.】 (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	200	201	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	2	1	.....
22.00 New budget authority (gross)	200	200	.....
23.90 Total budgetary resources available for obligation	202	201	.....
23.95 New obligations	-200	-201	.....
24.40 Unobligated balance available, end of year:			
Uninvested balance	1	.....	.....
New budget authority (gross), detail:			
40.00 Appropriation	200	200	.....
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	449	454	447
73.10 New obligations	200	201	.....
73.20 Total outlays (gross)	-195	-208	-156
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	454	447	291
Outlays (gross), detail:			
86.90 Outlays from new current authority	4	4	.....
86.93 Outlays from current balances	191	204	156
87.00 Total outlays (gross)	195	208	156
Net budget authority and outlays:			
89.00 Budget authority	200	200	.....
90.00 Outlays	195	208	156

Beginning in 1998, funds for the Washington Metropolitan Area Transit Authority will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program accompanies the Trust Fund schedules.

【FORMULA GRANTS】

【For necessary expenses to carry out 49 U.S.C. 5307, 5310(a)(2), 5311, and 5336, to remain available until expended, \$490,000,000: *Provided*, That no more than \$2,149,185,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds provided under this head for formula grants, no more than \$400,000,000 may be used for operating assistance under 49 U.S.C. 5336(d); *Provided further*, That the limitation on operating assistance provided under this heading shall, for urbanized areas of less than 200,000 in population, be no less than seventy-five percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331: *Provided further*, That in the distribution of the limitation provided under this heading to urbanized areas that had a population under the 1990 census of 1,000,000 or more, the Secretary shall direct each such area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area.】 (Depart-

【FORMULA GRANTS】—Continued

ment of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.02 Urban formula-capital	359	579	.....
00.03 Urban formula-operating	393	495	.....
00.04 Elderly and disabled	51	.....	.....
00.05 Nonurban formula	121	104	.....
00.91 Total direct program	924	1,178	.....
01.01 Reimbursable program	1,110	1,659	.....
10.00 Total obligations	2,034	2,837	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	619	689	.....
22.00 New budget authority (gross)	2,052	2,148	.....
22.10 Resources available from recoveries of prior year obligations	52	.....	.....
23.90 Total budgetary resources available for obligation	2,723	2,837	.....
23.95 New obligations	-2,034	-2,837	.....
24.40 Unobligated balance available, end of year:			
Uninvested balance	689	.....	.....
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	942	490	.....
41.00 Transferred to other accounts .....	.....	-1	.....
43.00 Appropriation (total)	942	489	.....
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,110	1,659	.....
70.00 Total new budget authority (gross)	2,052	2,148	.....
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	3,512	3,694	4,322
73.10 New obligations	2,034	2,837	.....
73.20 Total outlays (gross)	-1,799	-2,209	-1,675
73.45 Adjustments in unexpired accounts	-52	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	3,694	4,322	2,646
Outlays (gross), detail:			
86.90 Outlays from new current authority	267	244	.....
86.93 Outlays from current balances	678	884	763
86.97 Outlays from new permanent authority	55	83	.....
86.98 Outlays from permanent balances	799	998	912
87.00 Total outlays (gross)	1,799	2,209	1,675
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1,110	-1,659	.....
Net budget authority and outlays:			
89.00 Budget authority	942	489	.....
90.00 Outlays	689	550	1,675

Beginning in 1998, all funding for Formula Grants will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the Formula Programs can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
25.1 Advisory and assistance services	5	.....	.....
25.2 Other services	15	.....	.....
41.0 Grants, subsidies, and contributions	904	1,178	.....
99.0 Subtotal, direct obligations	924	1,178	.....

99.0 Reimbursable obligations	1,110	1,659	.....
99.9 Total obligations	2,034	2,837	.....

【UNIVERSITY TRANSPORTATION CENTERS】

【For necessary expenses for university transportation centers as authorized by 49 U.S.C. 5317(b), to remain available until expended, \$6,000,000.】 *(Department of Transportation and Related Agencies Appropriations Act, 1997.)*

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	6	6	.....
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	.....
23.95 New obligations	-6	-6	.....
New budget authority (gross), detail:			
40.00 Appropriation	6	6	.....
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation	15	13	12
73.10 New obligations	6	6	.....
73.20 Total outlays (gross)	-8	-7	-6
74.40 Unpaid obligations, end of year: Obligated balance:			
Appropriation	13	12	6
Outlays (gross), detail:			
86.90 Outlays from new current authority	1	1	.....
86.93 Outlays from current balances	7	6	6
87.00 Total outlays (gross)	8	7	6
Net budget authority and outlays:			
89.00 Budget authority	6	6	.....
90.00 Outlays	8	7	6

Beginning in 1998, funding for the University Transportation Centers will be included in the trust-funded Transit Planning and Research Account. A description of the program can be found with the Trust Fund schedules.

【TRANSIT PLANNING AND RESEARCH】

【For necessary expenses for transit planning and research as authorized by 49 U.S.C. 5303, 5311, 5313, 5314, and 5315, to remain available until expended, \$85,500,000, of which \$39,500,000 shall be for activities under Metropolitan Planning (49 U.S.C. 5303); \$4,500,000 for activities under Rural Transit Assistance (49 U.S.C. 5311(b)(2)); \$8,250,000 for activities under State Planning and Research (49 U.S.C. 5313(b)); \$22,000,000 for activities under National Planning and Research (49 U.S.C. 5314); \$8,250,000 for activities under Transit Cooperative Research (49 U.S.C. 5313(a)); and \$3,000,000 for National Transit Institute (49 U.S.C. 5315).】 *(Department of Transportation and Related Agencies Appropriations Act, 1997.)*

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct program	86	101	.....
01.01 Reimbursable program	4	.....	.....
10.00 Total obligations	90	101	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	14	15	.....
22.00 New budget authority (gross)	90	86	.....
22.10 Resources available from recoveries of prior year obligations	1	.....	.....

22.22	Unobligated balance transferred from other accounts	1		
23.90	Total budgetary resources available for obligation	106	101	
23.95	New obligations	-90	-101	
24.40	Unobligated balance available, end of year: Uninvested balance	15		
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	86	86	
Permanent:				
68.00	Spending authority from offsetting collections: Off- setting collections (cash)	4		
70.00	Total new budget authority (gross)	90	86	
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance: Appropriation	153	149	172
73.10	New obligations	90	101	
73.20	Total outlays (gross)	-93	-78	-87
73.45	Adjustments in unexpired accounts	-1		
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	149	172	85
Outlays (gross), detail:				
86.90	Outlays from new current authority	5	8	
86.93	Outlays from current balances	84	70	87
86.97	Outlays from new permanent authority	4		
87.00	Total outlays (gross)	93	78	87
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-4		
Net budget authority and outlays:				
89.00	Budget authority	86	86	
90.00	Outlays	89	78	87

Beginning in 1998, funding for this activity will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
25.1	Advisory and assistance services	4	4
25.5	Research and development contracts	15	18
41.0	Grants, subsidies, and contributions	67	79
99.0	Subtotal, direct obligations	86	101
99.0	Reimbursable obligations	4	
99.9	Total obligations	90	101

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9913-0-1-401	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year: Uninvested balance	3	3
22.30	Unobligated balance expiring		-3
23.90	Total budgetary resources available for obligation	3	
23.95	New obligations		
24.40	Unobligated balance available, end of year: Uninvested balance	3	
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance: Appropriation	24	12
73.20	Total outlays (gross)	-12	-7
74.40	Unpaid obligations, end of year: Obligated balance: Appropriation	12	5

Outlays (gross), detail:			
86.93	Outlays from current balances	12	7
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	12	7

This schedule displays programs that no longer require appropriations and thus reflect obligations and outlays made under prior year appropriations. Among these programs is the general funded appropriation for Discretionary grants for 1983 and earlier years.

Trust Funds

[DISCRETIONARY GRANTS] MAJOR CAPITAL INVESTMENTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of [\$1,900,000,000] \$634,000,000 in fiscal year [1997] 1998 for grants under the contract authority in 49 U.S.C. 5338(b): *Provided*, That these funds be made available for the following fixed guideway systems: [there shall be available for fixed guideway modernization, \$760,000,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$380,000,000; and, notwithstanding any other provision of law, except for fixed guideway modernization projects, \$8,890,000 made available under Public Law 102-240 and Public Law 102-143 under "Federal Transit Administration, Discretionary Grants" for projects specified in those Acts or identified in reports accompanying those Acts, not obligated by September 30, 1996; together with, notwithstanding any other provision of law, \$744,000 funds made available for the "New Bedford and Fall River Massachusetts commuter rail extension" under Public Law 103-331; together with, notwithstanding any other provision of law, \$47,322,000 funds made available for the "Chicago Central Area Circulator Project" in Public Law 103-122 and Public Law 103-331, shall be made available for new fixed guideway systems together with the \$760,000,000 made available for new fixed guideway systems in this Act, to be available as follows:

- \$6,390,000 for the Alaska-Hollis to Ketchikan ferry project;
- \$64,410,000 for the Atlanta-North Springs project;
- \$10,260,000 for the Baltimore-LRT Extension project;
- \$30,000,000 for the Boston Piers-MOS-2 project;
- \$1,000,000 for the Burlington-Charlotte, Vermont commuter rail project;
- \$3,500,000 for the Canton-Akron-Cleveland commuter rail project;
- \$22,500,000, notwithstanding any other provision of law, for transit improvements in the Chicago downtown area;
- \$3,000,000 for the Cincinnati Northeast-Northern Kentucky rail line project;
- \$11,000,000 for the DART North Central light rail extension project;
- \$15,250,000 for the Dallas-Fort Worth RAILTRAN project;
- \$661,000,000 for the DeKalb County, Georgia light rail project;
- \$1,500,000 for the Denver Southwest Corridor project;
- \$9,000,000 for the Florida Tri-County commuter rail project;
- \$1,000,000 for the Griffin light rail project;
- \$40,590,000 for the Houston Regional Bus project;
- \$5,500,000 for the Jackson, Mississippi Intermodal Corridor;
- \$15,000,000 for the Jacksonville ASE extension project;
- \$3,000,000 for the Kansas City Southtown corridor project;
- \$2,000,000 for the Little Rock, Arkansas Junction Bridge project;
- \$70,000,000 for the Los Angeles-MOS-3 project;
- \$1,500,000 for the Los Angeles-San Diego commuter rail project;
- \$33,191,000 for the MARC Commuter Rail Improvements project;
- \$1,500,000 for the Metro-Dade Transit east-west corridor, Florida project;
- \$1,000,000 for the Miami-North 27th Avenue project;
- \$3,039,000 for the Memphis, Tennessee Regional Rail Plan;
- \$4,240,000 for the Morgantown, West Virginia Personal Rapid Transit System;
- \$10,000,000 for the New Jersey Urban Core/Hudson-Bergen LRT project;

[DISCRETIONARY GRANTS] MAJOR CAPITAL INVESTMENTS—Continued

(LIMITATION ON OBLIGATIONS)—Continued

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)—Continued

\$105,530,000 for the New Jersey Urban Core/Secaucus project; \$500,000 for the New Jersey West Trenton commuter rail project; \$8,000,000 for the New Orleans Canal Street Corridor project; \$2,000,000 for the New Orleans Desire Streetcar project; \$35,020,000 for the New York-Queens Connection project; \$500,000 for the Northern Indiana commuter rail project; \$2,000,000 for the Oklahoma City, MAPS corridor transit system; \$3,000,000 for the Orange County transitway project; \$2,000,000 for the Orlando Lynx light rail project; \$10,000,000 for the Pittsburgh Airport busway project; \$6,000,000 for the Portland South/North light rail transit project; \$138,000,000 for the Portland-Westside/Hillsboro Extension project; \$2,000,000 for the Research Triangle Park, North Carolina regional transit plan; \$6,000,000 for the Sacramento LRT Extension project; \$35,000,000 for the Salt Lake City-South LRT project, of which \$10,000,000 may be available for high-occupancy vehicle lane and corridor design costs; \$13,500,000 for St. Louis Metrolink; \$32,000,000 for the St. Louis-St. Clair Extension project; \$27,500,000 for the San Francisco Area-BART airport extension/San Jose Tasman West LRT projects; \$1,500,000 for the San Diego-Mid-Coast Corridor project; \$4,750,000 for the San Juan Tren Urbano project; \$3,000,000 for the Seattle-Renton-Tacoma light rail project; \$375,000 for the Staten Island-Midtown Ferry service project; \$2,000,000 for the Tampa Bay Regional Rail project; \$3,000,000 for the Virginia Rail Express Richmond to Washington commuter rail project; and \$3,750,000 for the Whitehall ferry terminal, New York, New York.]

\$44,598,920 for the Atlanta-North Springs project; \$46,204,942 for the Boston Piers MOS-2 project; \$21,396,520 for the Denver-Southwest LRT project; \$51,069,220 for the Houston Regional Bus project; \$99,000,000 for the Los Angeles MOS-3 project; \$26,939,560 for MARC Commuter Rail Improvements; \$54,775,100 for the New Jersey Hudson-Bergen project; \$26,991,588 for the New Jersey Secaucus project; \$63,389,620 for the Portland-Westside/Hillsboro project; \$21,396,520 for the San Jose Tasman LRT project; \$25,675,830 for the San Juan Tren Urbano; \$29,955,130 for the St. Louis-St. Clair LRT extension; \$42,793,050 for the Salt Lake City South LRT; \$20,283,900 for the Sacramento LRT; and \$54,775,100 for the San Francisco BART Airport Extension; and \$4,755,000 for oversight activities included in chapter 53 of 49 U.S.C. (Department of Transportation and Related Agencies Appropriations Act, 1997.) (Additional authorizing legislation to be proposed.)

[MASS TRANSIT CAPITAL FUND] MAJOR CAPITAL INVESTMENTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For payment of obligations incurred in carrying out 49 U.S.C. 5338(b) administered by the Federal Transit Administration, [\$2,300,000,000] \$2,350,000,000, to be derived from the Highway Trust Fund and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations	1,697	2,340	634
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	353	440	980

22.00	New budget authority (gross)	1,665	2,880	800
22.10	Resources available from recoveries of prior year obligations	119		
23.90	Total budgetary resources available for obligation	2,137	3,320	1,780
23.95	New obligations	-1,697	-2,340	-634
24.49	Unobligated balance available, end of year: Contract authority	440	980	1,146
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	2,375	2,300	2,350
40.49	Portion applied to liquidate contract authority	-2,375	-2,300	-2,350
43.00	Appropriation (total)			
Permanent:				
66.10	Contract authority (definite)	1,665	2,880	800
70.00	Total new budget authority (gross)	1,665	2,880	800
Change in unpaid obligations:				
Unpaid obligations, start of year:				
Obligated balance:				
72.40	Appropriation	2	151	569
72.49	Contract authority	4,919	4,121	4,162
72.99	Total unpaid obligations, start of year	4,921	4,272	4,731
73.10	New obligations	1,697	2,340	634
73.20	Total outlays (gross)	-2,226	-1,882	-1,706
73.45	Adjustments in unexpired accounts	-119		
Unpaid obligations, end of year:				
Obligated balance:				
74.40	Appropriation	151	569	1,212
74.49	Contract authority	4,121	4,162	2,446
74.99	Total unpaid obligations, end of year	4,272	4,731	3,658
Outlays (gross), detail:				
86.90	Outlays from new current authority	83	95	32
86.93	Outlays from current balances	2,143	1,787	1,674
87.00	Total outlays (gross)	2,226	1,882	1,706
Net budget authority and outlays:				
89.00	Budget authority	1,665	2,880	800
90.00	Outlays	2,226	1,882	1,706

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	1996 actual	1997 est.	1998 est.	
Balance, start of year:				
0100	Balance, start of year	353	440	980
0100	Balance, start of year	4,919	4,121	4,162
Contract authority:				
0200	Contract authority	1,665	2,880	800
0400	Appropriation to liquidate contract authority	-2,375	-2,300	-2,350
Balance, end of year:				
0700	Balance, end of year	440	980	1,146
0700	Balance, end of year	4,121	4,162	2,446

In 1998, \$634 million dollars will be available for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. This will fund all projects that are expected to be under Full Funding Grant Agreements by the end of 1997. Funds proposed for the Los Angeles MOS-3 project are to be used for the North Hollywood and Eastside segments.

Funding previously provided in this program for fixed guideway modernization and bus and bus-related facilities has been merged into the Formula Programs account.

Object Classification (in millions of dollars)

Identification code 69-8191-0-7-401	1996 actual	1997 est.	1998 est.	
25.1	Advisory and assistance services	6	8	2
25.2	Other services	9	13	4
41.0	Grants, subsidies, and contributions	1,682	2,319	628
99.0	Subtotal, direct obligations	1,697	2,340	634
99.9	Total obligations	1,697	2,340	634

【TRUST FUND SHARE OF EXPENSES】
【(LIQUIDATION OF CONTRACT AUTHORIZATION)】
【(HIGHWAY TRUST FUND)】

【For payment of obligations incurred in carrying out 49 U.S.C. 5338(a), \$1,920,000,000, to remain available until expended and to be derived from the Highway Trust Fund: *Provided*, That \$1,920,000,000 shall be paid from the Mass Transit Account of the Highway Trust Fund to the Federal Transit Administration's formula grants account.】 (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)	1,110	1,659	
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.40 Uninvested balance		11	272
21.49 Contract authority	11		
21.99 Total unobligated balance, start of year	11	11	272
22.00 New budget authority (gross)	1,110	1,920	
23.90 Total budgetary resources available for obligation	1,121	1,931	272
23.95 New obligations	-1,110	-1,659	
24.40 Unobligated balance available, end of year:			
Uninvested balance	11	272	272
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	1,121	1,920	
40.49 Portion applied to liquidate contract authority	-1,121	-1,920	
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)	1,110	1,920	
70.00 Total new budget authority (gross)	1,110	1,920	
Change in unpaid obligations:			
73.10 New obligations	1,110	1,659	
73.20 Total outlays (gross)	-1,110	-1,659	
Outlays (gross), detail:			
86.90 Outlays from new current authority	1,110	1,659	
86.93 Outlays from current balances			
87.00 Total outlays (gross)	1,110	1,659	
Net budget authority and outlays:			
89.00 Budget authority	1,110	1,920	
90.00 Outlays	1,110	1,659	

Status of Contract Authority (in millions of dollars)

Identification code 69-8350-0-7-401	1996 actual	1997 est.	1998 est.
0100 Balance, start of year	11		
Contract authority:			
0200 Contract authority	1,110	1,920	
0400 Appropriation to liquidate contract authority	-1,121	-1,920	

For 1996 and 1997 this account tracks the portion of Formula Grants derived from the Mass Transit Account of the Highway Trust Fund. Beginning in 1998 such funds are included in the Formula Programs Account.

ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary administrative expenses of the Federal Transit Administration for carrying out programs authorized by chapter 53 of title 49, United States Code, \$47,018,000, to be derived from the Mass Transit Account of the Highway Trust Fund; together with advances and reimbursements received by the Federal Transit Administration. (Additional authorizing legislation to be proposed.)

Program and Financing (in millions of dollars)

Identification code 69-8394-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Direct Program			47
01.01 Reimbursable Program			2
10.00 Total obligations			49
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			49
23.95 New obligations			-49
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)			47
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			2
70.00 Total new budget authority (gross)			49
Change in unpaid obligations:			
73.10 New obligations			49
73.20 Total outlays (gross)			-44
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation			5
Outlays (gross), detail:			
86.90 Outlays from new current authority			42
86.97 Outlays from new permanent authority			2
87.00 Total outlays (gross)			44
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-2
Net budget authority and outlays:			
89.00 Budget authority			47
90.00 Outlays			42
Object Classification (in millions of dollars)			
Identification code 69-8394-0-7-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
Full-time permanent:			
11.1 Full-time permanent			29
11.1 Full-time permanent			1
11.9 Total personnel compensation			30
12.1 Civilian personnel benefits			5
21.0 Travel and transportation of persons			1
23.1 Rental payments to GSA			3
23.3 Communications, utilities, and miscellaneous charges			1
25.2 Other services			6
99.0 Subtotal, direct obligations			46
99.0 Reimbursable obligations			1
99.5 Below reporting threshold			2
99.9 Total obligations			49

ADMINISTRATIVE EXPENSES—Continued
(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)—Continued

Personnel Summary

Identification code 69-8394-0-7-401	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment			495
1005 Full-time equivalent of overtime and holiday hours			2
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment			22

TRANSIT PLANNING AND RESEARCH

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary expenses for transit planning and research as authorized by chapter 53 of title 49, U.S.C., to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended, \$91,800,000; of which \$39,500,000 shall be for Metropolitan Planning; \$8,250,000 for Statewide Planning; \$16,800,000 for National Planning and Research; \$8,250,000 for Transit Cooperative Research; \$3,000,000 for National Mass Transportation Institute; \$6,000,000 for University Transportation Centers; and \$10,000,000 to fully fund the demonstration of the Advanced Technology Transit Bus in public transit service; together with advances and reimbursements received by the Federal Transit Administration. (Additional authorizing legislation to be proposed.)

Program and Financing (in millions of dollars)

Identification code 69-8395-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations			92
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			92
23.95 New obligations			-92
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			92
Change in unpaid obligations:			
73.10 New obligations			92
73.20 Total outlays (gross)			-8
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation			84
Outlays (gross), detail:			
86.90 Outlays from new current authority			8
Net budget authority and outlays:			
89.00 Budget authority			92
90.00 Outlays			8

Funding of \$91.8 million is requested from the Mass Transit Account of the Highway Trust Fund for the Transit Planning and Research (TPR) Program to fund a wide variety of activities. Of the TPR funding, \$39.5 million will be apportioned to States for Metropolitan Planning, \$8.25 million for the Transit Cooperative Research Program, \$8.25 million for Statewide Planning, \$16.8 million for the National Planning and Research Program, \$3.0 million for the National Transit Institute, \$6 million for University Transportation Centers, and \$10 million to fully fund the Federal commitment to demonstrate the Advanced Technology Transit Bus in public transit service.

Under the national component of the program, the FTA is a catalyst in the research, development and deployment of transportation methods and technologies addressing such issues as accessibility for the disabled, air quality, traffic congestion and service and operational improvements. The National Planning and Research Program also supports the de-

velopment of innovative transit technologies, such as hybrid electric transit buses, fuel cells, and battery powered propulsion systems.

Funds for the State and local component of the program improve the State and local planning process.

In 1998 this account will also include \$6 million for the University Transportation Centers previously funded under a general fund appropriation. FTA's \$6 million will be combined with a like amount of funding from the Federal Highway Administration to support research, education, and technology development activities aimed at addressing regional and national transportation problems.

Object Classification (in millions of dollars)

Identification code 69-8395-0-7-401	1996 actual	1997 est.	1998 est.
25.1 Advisory and assistance services			4
25.5 Research and development contracts			16
41.0 Grants, subsidies, and contributions			72
99.9 Total obligations			92

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary expenses to carry out section 14 of Public Law 96-184 and Public Law 101-551, \$200,000,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-8396-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			200
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			200
23.95 New obligations			-200
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			200
Change in unpaid obligations:			
73.10 New obligations			200
73.20 Total outlays (gross)			-4
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation			196
Outlays (gross), detail:			
86.90 Outlays from new current authority			4
Net budget authority and outlays:			
89.00 Budget authority			200
90.00 Outlays			4

Beginning in 1998, funds for the Washington Metropolitan Area Transit Authority (WMATA) are requested from the Mass Transit Account of the Highway Trust Fund.

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile system.

For 1998, \$200 million is requested under the 1990 authorization to continue funding the final 13.5 miles of the 103-mile system under the Federal Transit Administration's Full Funding Grant Agreements with WMATA. These funds will be used to continue construction of the Glenmont, Mid-City, and Branch Avenue segments; and to provide for project management, real estate acquisition, and other expenses such as contingencies and insurance.

FORMULA PROGRAMS
(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for the implementation or execution of programs for which obligations are in excess of \$3,409,500,000 for grants under chapter 53 of title 49, U.S.C., to be derived from the Mass Transit Account of the Highway Trust Fund; together with advances and reimbursements received by the Federal Transit Administration, to remain available until expended. (Additional authorizing legislation to be proposed.)

(LIQUIDATION OF CONTRACT AUTHORITY)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For payment of obligations incurred in carrying out chapter 53 of title 49, U.S.C., administered by the Federal Transit Administration, \$1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund. (Additional authorizing language to be proposed.)

Program and Financing (in millions of dollars)

Identification code 69-8398-0-7-401	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations			3,410
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			3,971
23.95 New obligations			-3,410
24.49 Unobligated balance available, end of year: Contract authority			561
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)			1,500
40.49 Portion applied to liquidate contract authority			-1,500
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)			3,971
70.00 Total new budget authority (gross)			3,971
Change in unpaid obligations:			
73.10 New obligations			3,410
73.20 Total outlays (gross)			-171
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation			1,329
74.49 Contract authority			1,910
74.99 Total unpaid obligations, end of year			3,239
Outlays (gross), detail:			
86.90 Outlays from new current authority			171
Net budget authority and outlays:			
89.00 Budget authority			3,971
90.00 Outlays			171

Formula Programs, requested at a \$3.4 billion level in 1998, consist of several activities designed to provide safe and reliable transportation service to the American public. Formula funding can be used for all transit purposes (including planning, bus and railcar purchases, facility repair and construction, and, in areas under 200,000 population, operating costs). This helps maximize flexibility for transit authorities and allows them to prioritize and target funds to their most important needs. This account includes funds previously appropriated for fixed guideway modernization and bus and bus-related facilities in the Discretionary Grants program.

All Formula Programs are proposed to be financed from the Mass Transit Account of the Highway Trust Fund and apportioned to urbanized areas and governors of the States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

Urbanized Area Formula Grants.—\$3,127 million in funds will be apportioned to areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. The definition of capital will be expended to include costs associated with routine maintenance, thus allowing transit providers the flexibility to more effectively manage Federal capital investments. In urbanized areas under 200,000 both capital and operating costs will be eligible expenditures. This funding will assist public transit agencies in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. These funds are critical to preserving mobility in our cities and supporting welfare reform by providing an affordable commute for people making the transition to work.

Fixed Guideway Modernization.—Beginning in 1998, funds distributed by statutory formula for Fixed Guideway Modernization under the current Discretionary Grants program will be included in Formula Programs and will continue to be distributed by the current statutory formula. Grantees will be able to use this funding for any eligible activity under the Urbanized Area Formula Grants program, as well as to upgrade rail facilities and equipment and replace rail rolling stock.

Formula Program for other than Urbanized Areas.—\$124 million will be apportioned according to a legislative formula based on each State's nonurban population to areas with populations of less than 50,000. Available funding may be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs. This will also include resources under the Rural Transit Assistance Program.

Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities.—\$58 million will be apportioned to each State according to a legislatively required formula to assist in providing transportation to the elderly and persons with disabilities. Grants are made for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement.

Access to Jobs and Training.—\$100 million. Legislation is proposed to establish a new activity to help assure that efforts to reform welfare will be successful. State and local entities may apply for funds to support new or modified service for low-income individuals, including former welfare recipients traveling to jobs or training centers.

Status of Contract Authority (in millions of dollars)

Identification code 69-8398-0-7-401	1996 actual	1997 est.	1998 est.
Contract authority:			
0200 Contract authority			3,971
0400 Appropriation to liquidate contract authority			-1,500
Balance, end of year:			
0700 Balance, end of year			561
0700 Balance, end of year			1,910

Object Classification (in millions of dollars)

Identification code 69-8398-0-7-401	1996 actual	1997 est.	1998 est.
25.1 Advisory and assistance services			11
25.2 Other services			24
41.0 Grants, subsidies, and contributions			3,375
99.9 Total obligations			3,410

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

(In millions of dollars)

	1996 actual	1997 est.	1998 est.
Unexpended balance, start of year	9,579	9,525	9,585
Cash income during the year, Governmental receipts:			
Motor fuel taxes	2,617	3,006	3,060
Interest on investments	665	595	569
Total annual income	3,282	3,601	3,629

FORMULA PROGRAMS—Continued

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)—Continued

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND—Continued

	[In millions of dollars]		
	1996 actual	1997 est.	1998 est.
Cash outlays during the year:			
Discretionary grants/Major Capital Investments (liquidation of contract authorization)	2,226	1,882	1,706
Trust fund share of transit programs	1,110	1,659	0
Formula programs			171
Washington metro			4
Administrative expenses			42
Transit planning and research			8
Total annual outlays	3,336	3,541	1,931
Unexpended balance, end of year	9,525	9,585	11,283

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

Public enterprise funds:

[SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION]

[The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.] (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Operations and maintenance	11	11	11
00.02 Replacement and improvements	1	1	1
10.00 Total obligations	12	12	12
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.47 Authority to borrow	3	3	3
21.90 Fund balance	12	11	10
21.99 Total unobligated balance, start of year	15	14	13
22.00 New budget authority (gross)	11	11	12
23.90 Total budgetary resources available for obligation	26	25	25
23.95 New obligations	-12	-12	-12
Unobligated balance available, end of year:			
24.47 Authority to borrow	3	3	3
24.90 Fund balance	11	10	9
24.99 Total unobligated balance, end of year	14	13	12
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	11	11	12
Change in unpaid obligations:			
72.90 Unpaid obligations, start of year: Obligated balance:			
Fund balance	2	3	3
73.10 New obligations	12	12	12
73.20 Total outlays (gross)	-11	-12	-13
74.90 Unpaid obligations, end of year: Obligated balance:			
Fund balance	3	3	3
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	11	11	12
86.98 Outlays from permanent balances	1	1	1
87.00 Total outlays (gross)	11	12	13

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-10	-10	-11
88.40	Non-Federal sources	-1	-1	-1
88.90	Total, offsetting collections (cash)	-11	-11	-12

Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays		1	1

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly owned Government Corporation responsible for the operation, maintenance and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie. Major priorities are to control Seaway Corporation costs and to encourage increased use of the Seaway system.

SLSDC is proposed as a performance-based organization (PBO) for 1998-2002. The PBO will focus on four key performance goals: safety, long and short term reliability, trade development, and management accountability including customer service, fiscal performance and cost effectiveness. No appropriation is requested as financing is proposed to be derived from an automatic annual payment from the Harbor Maintenance Trust Fund, based on five-year average tonnage through the Seaway.

Statement of Operations (in millions of dollars)

Identification code 69-4089-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	10	11	11	12
0102 Expense	-10	-11	-11	-12
0109 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
1101 Federal assets: Fund balances with				
Treasury	3	2	1	1
1206 Non-Federal assets: Receivables, net				
Other Federal assets:				
1801 Cash and other monetary assets	13	14	14	14
1803 Property, plant and equipment, net	89	88	90	91
1901 Other assets	1	1	1	1
1999 Total assets	106	105	106	107
LIABILITIES:				
2101 Federal liabilities: Accounts payable				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	1	1	1	1
2999 Total liabilities	3	3	3	3
NET POSITION:				
3200 Invested capital	104	103	104	105
3300 Cumulative results of operations	-1	-1	-1	-1
3999 Total net position	103	102	103	104
4999 Total liabilities and net position	106	105	106	107

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	1996 actual	1997 est.	1998 est.
11.1 Personnel compensation: Full-time permanent	7	7	7
12.1 Civilian personnel benefits	2	2	2
26.0 Supplies and materials	1	1	1
31.0 Equipment	1		
32.0 Land and structures		1	1
99.5 Below reporting threshold	1	1	1
99.9 Total obligations	12	12	12

Personnel Summary

Identification code 69-4089-0-3-403	1996 actual	1997 est.	1998 est.
Total compensable workyears:			
1001 Full-time equivalent employment	157	164	162
1005 Full-time equivalent of overtime and holiday hours	6	6	6

Trust Funds

【OPERATIONS AND MAINTENANCE】

【(HARBOR MAINTENANCE TRUST FUND)】

【For necessary expenses for operation and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, including the Great Lakes Pilotage functions delegated by the Secretary of Transportation, \$10,337,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.】 (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	10	10	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10	10	
23.95 New obligations	-10	-10	
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	10	10	
Change in unpaid obligations:			
73.10 New obligations	10	10	
73.20 Total outlays (gross)	-10	-10	
Outlays (gross), detail:			
86.90 Outlays from new current authority	10	10	
Net budget authority and outlays:			
89.00 Budget authority	10	10	
90.00 Outlays	10	10	

Summary of Budget Authority and Outlays

(in millions of dollars)

Enacted/requested:	1996 actual	1997 est.	1998 est.
Budget Authority	10	10	
Outlays	10	10	
Legislative proposal, subject to PAYGO:			
Budget Authority			11
Outlays			11
Total:			
Budget Authority	10	10	11
Outlays	10	10	11

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as the major source of funding for the Corporation's operations and maintenance activities. Proposed legislation to establish a performance-based organization (PBO) would finance this using mandatory (permanent) budget authority.

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8003-4-7-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)			11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			11
23.95 New obligations			-11

New budget authority (gross), detail:			
60.27 Appropriation (trust fund, indefinite)			11
Change in unpaid obligations:			
73.10 New obligations			11
73.20 Total outlays (gross)			-11
Outlays (gross), detail:			
86.97 Outlays from new permanent authority			11
Net budget authority and outlays:			
89.00 Budget authority			11
90.00 Outlays			11

A legislative proposal to establish a performed-based organization (PBO) will be transmitted following the 1998 budget. This proposal would finance this program using mandatory (permanent) budget authority.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

The following table shows proposed program levels for the Research and Special Programs Administration.

Program level (obligations):	[In millions of dollars]		
	1996	1997	1998
Research and Special Programs	23	31	30
Emergency Preparedness Grants	8	9	7
Pipeline Safety	28	32	31
Trust Fund Share of Pipeline Safety	1	4	2
Pipeline Safety Subtotals	29	36	33
Transportation Systems Center	190	195	195
Total program level	250	271	265

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, 【\$26,886,000】 \$30,102,000, of which \$574,000 shall be derived from the Pipeline Safety Fund, and of which 【\$7,101,000】 \$4,950,000 shall remain available until September 30, 【1999】 2000: Provided, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

【For additional expenses necessary for "Research and Special Programs" to conduct vulnerability and threat assessments of the nation's transportation system, \$3,000,000, to remain available until September 30, 1999; Provided, That the entire amount is designated by Congress as an emergency requirement pursuant to section 251(b)(2)(D)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.】 (Omnibus Consolidated Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	12	16	15
00.03 Emergency transportation	1	1	1
00.04 Research and technology	3	7	5
00.05 Program and administrative support	7	7	8
00.91 Total direct program	23	31	30
01.01 Reimbursable program	34	43	43

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0104-0-1-407	1996 actual	1997 est.	1998 est.
10.00 Total obligations	57	74	73
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	2	2	
22.00 New budget authority (gross)	57	73	73
23.90 Total budgetary resources available for obligation	59	74	73
23.95 New obligations	-57	-74	-73
24.40 Unobligated balance available, end of year:			
Uninvested balance	2		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	23	29	29
42.00 Transferred from other accounts	1	1	1
43.00 Appropriation (total)	24	30	30
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	22	43	43
68.10 Change in orders on hand from Federal sources	12		
68.90 Spending authority from offsetting collections (total)	34	43	43
70.00 Total new budget authority (gross)	57	73	73
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	-6	5	9
72.95 Orders on hand from Federal sources	33	45	45
72.99 Total unpaid obligations, start of year	27	50	54
73.10 New obligations	57	74	73
73.20 Total outlays (gross)	-34	-71	-73
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	5	9	9
74.95 Orders on hand from Federal sources	45	45	45
74.99 Total unpaid obligations, end of year	51	54	54
Outlays (gross), detail:			
86.90 Outlays from new current authority	16	20	20
86.93 Outlays from current balances	-4	8	10
86.97 Outlays from new permanent authority	22	43	43
87.00 Total outlays (gross)	34	71	73
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-22	-43	-43
88.95 Change in orders on hand from Federal sources	-12		
Net budget authority and outlays:			
89.00 Budget authority	24	30	30
90.00 Outlays	12	28	30

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to transportation of hazardous cargo by all modes of transportation. In 1998, resources are requested for hazardous materials safety programs, including emergency preparedness activities. Funding is also provided for the management and execution of the Office of Emergency Transportation, the Office of Research, Technology and Training, the Transportation Safety Institute and the Volpe National Transportation Systems Center (VNTSC).

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	12	13
12.1 Civilian personnel benefits	2	3	3
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA			1
23.3 Communications, utilities, and miscellaneous charges	1		
25.2 Other services	4	7	5
25.3 Purchases of goods and services from Government accounts	2	2	2
25.5 Research and development contracts	3	6	5
99.0 Subtotal, direct obligations	23	31	30
99.0 Reimbursable obligations	33	42	42
99.5 Below reporting threshold	1	1	1
99.9 Total obligations	57	74	73

Personnel Summary

Identification code 69-0104-0-1-407	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	174	197	189
1005 Full-time equivalent of overtime and holiday hours	1	1	1
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	38	39	40

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$30,988,000] \$32,988,000**, of which **[\$2,528,000] \$2,328,000** shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[1999] 2000**, and of which **[\$28,460,000] \$30,660,000** shall be derived from the Pipeline Safety Fund, of which **[\$15,500,000] \$14,839,000** shall remain available until September 30, **[1999: Provided, That in addition to amounts made available for the Pipeline Safety Fund, \$1,000,000 shall be available for grants to States for the development and establishment of one-call notification systems and shall be derived from amounts previously collected under section 7005 of the Consolidated Omnibus Budget Reconciliation Act of 1985] 2000. (Department of Transportation and Related Agencies Appropriations Act, 1997.)**

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	1996 actual	1997 est.	1998 est.
Balance, start of year:			
01.99 Balance, start of year	18	20	20
Receipts:			
02.01 Pipeline safety user fees	31	31	31
04.00 Total: Balances and collections	49	51	51
Appropriation:			
05.01 Pipeline safety	-30	-31	-31
07.99 Total balance, end of year	20	20	20

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	15	19	17
00.02 Research and development	2	4	2
00.03 Grants	12	13	14
00.91 Total, direct program	29	36	33
01.01 Reimbursable Program	1		
10.00 Total obligations	30	36	33

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year:			
	Uninvested balance	3	2	
22.00	New budget authority (gross)	30	33	33
22.30	Unobligated balance expiring	-1		
23.90	Total budgetary resources available for obligation	32	35	33
23.95	New obligations	-30	-36	-33
24.40	Unobligated balance available, end of year:			
	Uninvested balance	2		

New budget authority (gross), detail:

Current:

40.20	Appropriation (special fund, definite)	30	31	31
41.00	Transferred to other accounts	-2	-2	-1
43.00	Appropriation (total)	28	29	31

Permanent:

68.00	Spending authority from offsetting collections:			
	Offsetting collections (cash)	1	4	3
68.10	Change in orders on hand from Federal sources	1		
68.90	Spending authority from offsetting collections (total)	2	4	3
70.00	Total new budget authority (gross)	30	33	33

Change in unpaid obligations:

Unpaid obligations, start of year:

72.40	Obligated balance: Appropriation	24	19	21
72.95	Orders on hand from Federal sources	1	2	2
72.99	Total unpaid obligations, start of year	25	21	23

New obligations:

73.10	New obligations	30	36	33
73.20	Total outlays (gross)	-34	-34	-34

Unpaid obligations, end of year:

74.40	Obligated balance: Appropriation	19	21	21
74.95	Orders on hand from Federal sources	2	2	2
74.99	Total unpaid obligations, end of year	21	23	23

Outlays (gross), detail:

86.90	Outlays from new current authority	13	14	15
86.93	Outlays from current balances	20	16	16
86.97	Outlays from new permanent authority	1	4	3
87.00	Total outlays (gross)	34	34	33

Offsets:

Against gross budget authority and outlays:

88.00	Offsetting collections (cash) from: Federal sources	-1	-4	-3
88.95	Change in orders on hand from Federal sources	-1		

Net budget authority and outlays:

89.00	Budget authority	28	29	31
90.00	Outlays	32	30	31

The Research and Special Programs Administration is responsible for the Department's pipeline safety program, which includes enforcement programs, research and development, and grants for State pipeline safety programs.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	1996 actual	1997 est.	1998 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	5	6	6
12.1	Civilian personnel benefits	1	2	2
21.0	Travel and transportation	1	1	1
23.1	Rental payments to GSA			1
25.2	Other services	6	8	6
25.3	Purchases of goods and services from Government accounts	1	1	1
25.5	Research and development contracts	2	4	1
41.0	Grants, subsidies, and contributions	12	13	14
99.0	Subtotal, direct obligations	28	35	32
99.0	Reimbursable obligations	1		
99.5	Below reporting threshold	1	1	1
99.9	Total obligations	30	36	33

Personnel Summary

Identification code 69-5172-0-2-407	1996 actual	1997 est.	1998 est.	
1001	Total compensable workyears: Full-time equivalent employment	84	105	105

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [1999] 2000: Provided, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (Department of Transportation and Related Agencies Appropriations Act, 1997.)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	1996 actual	1997 est.	1998 est.	
Balance, start of year:				
01.99	Balance, start of year			
Receipts:				
02.01	Emergency preparedness, hazardous materials	7	7	7
Appropriation:				
05.01	Emergency preparedness grants	-7	-7	-7
05.99	Subtotal appropriation	-7	-7	-7
07.99	Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
00.01	Grants	6	8	6
00.05	Emergency response guidebook	1		
00.06	Below reporting threshold	1	1	1
10.00	Total obligations	8	9	7

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year:			
	Uninvested balance	2	2	
22.00	New budget authority (gross)	7	7	7
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	10	9	7
23.95	New obligations	-8	-9	-7
24.40	Unobligated balance available, end of year:			
	Uninvested balance	2		

New budget authority (gross), detail:

60.20	Appropriation (special fund, definite)	8	7	7
60.45	Portion precluded from obligation	-1		
63.00	Appropriation (total)	7	7	7
70.00	Total new budget authority (gross)	7	7	7

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance:			
	Appropriation	12	12	12
73.10	New obligations	8	9	7
73.20	Total outlays (gross)	-7	-8	-8
73.45	Adjustments in unexpired accounts	-1		
74.40	Unpaid obligations, end of year: Obligated balance:			
	Appropriation	12	12	12

Outlays (gross), detail:

86.97	Outlays from new permanent authority	1	1	1
86.98	Outlays from permanent balances	6	7	7
87.00	Total outlays (gross)	7	8	8

Net budget authority and outlays:

89.00	Budget authority	7	7	7
90.00	Outlays	7	8	8

General and special funds—Continued

EMERGENCY PREPAREDNESS GRANTS—Continued
(EMERGENCY PREPAREDNESS FUND)—Continued

The Hazardous Materials Transportation Uniform Safety Act (HMTUSA) establishes a national registration program of shippers and carriers of hazardous materials. The registrants finance, through fees, emergency preparedness planning and training grants programs, a training curriculum for emergency responders, and monitoring and technical assistance to States, political subdivisions, and Indian tribes. In the HMTUSA, there are permanent appropriations for the planning and training grants, monitoring and technical assistance, and for administrative expenses. As enacted for 1997, the Budget proposes to limit 1998 activities to those authorized for the Department of Transportation. Appropriations are requested for the training curriculum.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	1996 actual	1997 est.	1998 est.
41.0 Grants, subsidies, and contributions	6	8	6
92.0 Undistributed	2	1	1
99.9 Total obligations	8	9	7

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations	190	195	195
Budgetary resources available for obligation:			
21.90 Unobligated balance available, start of year: Fund balance	136	131	116
22.00 New budget authority (gross)	181	180	180
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	321	311	296
23.95 New obligations	-190	-195	-195
24.90 Unobligated balance available, end of year: Fund balance	131	116	101
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	196	190	190
68.10 Change in orders on hand from Federal sources	-15	-10	-10
68.90 Spending authority from offsetting collections (total)	181	180	180
70.00 Total new budget authority (gross)	181	180	180
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.90 Obligated balance: Fund balance	-74	-69	-54
72.95 Orders on hand from Federal sources	174	159	149
72.99 Total unpaid obligations, start of year	100	90	95
73.10 New obligations	190	195	195
73.20 Total outlays (gross)	-196	-190	-190
73.45 Adjustments in unexpired accounts	-4		
Unpaid obligations, end of year:			
74.90 Obligated balance: Fund balance	-69	-54	-39
74.95 Orders on hand from Federal sources	159	149	139
74.99 Total unpaid obligations, end of year	90	95	100
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	130	130	130
86.98 Outlays from permanent balances	66	60	60
87.00 Total outlays (gross)	196	190	190

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-195	-189	-189
88.40	Non-Federal sources	-1	-1	-1
88.90	Total, offsetting collections (cash)	-196	-190	-190
88.95	Change in orders on hand from Federal sources	15	10	10
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe National Transportation Systems Center (VNTSC) in Cambridge, MA. The fund is financed through negotiated agreements with the Office of the Secretary, Departmental operating administrations, and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at VNTSC.

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	1996 actual	1997 est.	1998 est.	
Personnel compensation:				
11.1	Full-time permanent	30	31	31
11.3	Other than full-time permanent	2	2	2
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	33	34	34
12.1	Civilian personnel benefits	6	6	6
21.0	Travel and transportation of persons	3	3	3
23.3	Communications, utilities, and miscellaneous charges	3	4	4
25.1	Advisory and assistance services		1	1
25.2	Other services	1	1	1
25.3	Purchases of goods and services from Government accounts	1	1	1
25.4	Operation and maintenance of facilities	2	3	3
25.5	Research and development contracts	130	130	130
25.7	Operation and maintenance of equipment		1	1
26.0	Supplies and materials	3	3	3
31.0	Equipment	7	7	7
32.0	Land and structures	1	1	1
99.0	Subtotal, reimbursable obligations	190	195	195
99.9	Total obligations	190	195	195

Personnel Summary

Identification code 69-4522-0-4-407	1996 actual	1997 est.	1998 est.	
Total compensable workyears:				
2001	Full-time equivalent employment	534	541	537
2005	Full-time equivalent of overtime and holiday hours	3	3	3

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
10.00	Total obligations (object class 92.0)	1	4	2
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year: Uninvested balance		1	
22.00	New budget authority (gross)	3	3	2
23.90	Total budgetary resources available for obligation	3	4	2
23.95	New obligations	-1	-4	-2
24.40	Unobligated balance available, end of year: Uninvested balance	1		
New budget authority (gross), detail:				
40.26	Appropriation (trust fund, definite)	3	3	2

Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Appropriation	2	
73.10	New obligations	1	4
73.20	Total outlays (gross)		-5
74.40	Unpaid obligations, end of year: Obligated balance:		
	Appropriation	2	
Outlays (gross), detail:			
86.90	Outlays from new current authority	3	2
86.93	Outlays from current balances	2	
87.00	Total outlays (gross)	5	2
Net budget authority and outlays:			
89.00	Budget authority	3	3
90.00	Outlays	5	2

The Oil Pollution Act of 1990 requires the preparation of oil spill response plans by pipeline operators to minimize the environmental impact of oil spills and to improve public and private sector response capabilities. The Office of Pipeline Safety is responsible for the review and approval of these plans, and to ensure they provide the public with an adequate level of protection from such spills.

OFFICE OF INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$37,900,000] \$40,889,000. Provided, That none of the funds under this heading shall be for the conduct of contract audits. (Department of Transportation and Related Agencies Appropriations Act, 1997.)**

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
10.00	Total obligations	39	38	41
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	39	38	41
23.95	New obligations	-39	-38	-41
New budget authority (gross), detail:				
40.00	Appropriation	39	38	41
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance:			
	Appropriation	4	6	4
73.10	New obligations	39	38	41
73.20	Total outlays (gross)	-36	-40	-41
74.40	Unpaid obligations, end of year: Obligated balance:			
	Appropriation	6	4	4
Outlays (gross), detail:				
86.90	Outlays from new current authority	33	34	37
86.93	Outlays from current balances	3	6	4
87.00	Total outlays (gross)	36	40	41
Net budget authority and outlays:				
89.00	Budget authority	39	38	41
90.00	Outlays	36	40	41

This appropriation finances the cost of conducting and supervising audits, inspections and evaluations, and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud and abuse in such programs and operations.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	1996 actual	1997 est.	1998 est.	
Personnel compensation:				
11.1	Full-time permanent	25	26	27
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	26	27	28
12.1	Civilian personnel benefits	6	6	6
21.0	Travel and transportation of persons	2	2	2
23.1	Rental payments to GSA			2
25.2	Other services	2		
25.3	Purchases of goods and services from Government accounts	1	1	1
31.0	Equipment	1		
99.5	Below reporting threshold	1	2	2
99.9	Total obligations	39	38	41

Personnel Summary

Identification code 69-0130-0-1-407	1996 actual	1997 est.	1998 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	417	440	440
1005	Full-time equivalent of overtime and holiday hours	11	18	18

SURFACE TRANSPORTATION BOARD

Federal Funds

General and Special Funds:

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$12,344,000] \$14,300,000, [: Provided, That \$3,000,000 in] to be derived from fees collected in fiscal year [1997] 1998 by the Surface Transportation Board [pursuant to 31 U.S.C. 9701 shall be made available to this appropriation in fiscal year 1997] : Provided [further], That any fees received in excess of [\$3,000,000] \$14,300,000 in fiscal year [1997] 1998 shall remain available until expended, but shall not be available for obligation until October 1, [1997] 1998. (Department of Transportation and Related Agencies Appropriations Act, 1997.)**

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	1996 actual	1997 est.	1998 est.	
Obligations by program activity:				
Direct program:				
00.01	Rail carriers	14	11	
00.02	Other surface transportation carriers	2	1	
00.91	Total direct program	16	12	
Reimbursable program:				
01.02	Rail carriers	1	3	12
01.03	Other surface transportation carriers			2
01.91	Total reimbursable program	1	3	14
10.00	Total obligations	17	15	14
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	17	15	14
23.95	New obligations	-17	-15	-14
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	8	12	
42.00	Transferred from other accounts	8		
43.00	Appropriation (total)	16	12	
Permanent:				
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	1	3	13
68.10	Change in orders on hand from Federal sources			1
68.90	Spending authority from offsetting collections (total)	1	3	14
70.00	Total new budget authority (gross)	17	15	14

General and Special Funds—Continued

SALARIES AND EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0301-0-1-401	1996 actual	1997 est.	1998 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Appropriation		5	1
73.10 New obligations	17	15	14
73.20 Total outlays (gross)	-14	-19	-14
73.32 Obligated balance transferred from other accounts	2		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	5	1	
74.95 Orders on hand from Federal sources			1
74.99 Total unpaid obligations, end of year	5	1	1
Outlays (gross), detail:			
86.90 Outlays from new current authority	13	11	
86.93 Outlays from current balances		5	1
86.97 Outlays from new permanent authority	1	3	13
87.00 Total outlays (gross)	14	19	14
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal			
sources	-1	-3	-13
88.95 Change in orders on hand from Federal sources			-1
Net budget authority and outlays:			
89.00 Budget authority	16	12	
90.00 Outlays	13	16	1

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). Consistent with the continued trend toward less regulation of the surface transportation industry, the ICCTA abolished the ICC; eliminated certain functions that had previously been implemented by the ICC; transferred core rail and certain other functions to the Board; and transferred motor licensing and certain other motor functions to the Federal Highway Administration. The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers. The new law empowers the Board through its exemption authority to promote deregulation administratively on a case-by-case basis and continues intact the important rail reforms of the Staggers Rail Act of 1980, which have helped to substantially improve rail service and the profitability of the railroad industry.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers, and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis and policy development associated with these activities. Staff ensure compliance with railroad regulations in order to protect the public interest.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household good carriers, and collectively determined motor rates and the processing of truck undercharge matters.

1998 Program Request.—A total of \$14.3 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. It reflects the elimination of two FTE associated with the completion of one-time workload imposed by ICCTA and productivity improvements derived from increased automation, revised GSA rent estimates, and the 2.8% payraise. It also reflects the anticipated carryover of approximately \$0.8 million in fees derived from 1997 rail merger activities. The total program request amount is proposed to be derived from user fees collected from the beneficiaries of the Board's activi-

ties. This fee financing proposal stems from a proposal put forward by the Board's predecessor, the Interstate Commerce Commission (ICC). That proposal suggested ways of financing the ICC solely with fees and/or industry assessments. Fee financing will relieve the general taxpayer of the burden of supporting the Board. Further, fee financing will emphasize the accountability of the Board as to the value of the activities it provides to its customers.

The following paragraph is presented in compliance with Section 703 of the ICCTA and does not reflect the views of the Administration. For example, it reflects a higher 1998 payraise for STB employees than the Administration requests for other Federal employees. It is presented without change or correction.

The Board's Request.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 1998 appropriation request of \$12.753 million and a request for \$3.1 million from reimbursements from the offsetting collection of user fees. The appropriation request included \$12.244 million, the current level of funding provided by the 1997 Department of Transportation Appropriations Act, plus \$0.509 million for annual pay and non-pay adjustments. The \$3.1 million request from the offsetting collection of user fees is commensurate with the \$3 million offsetting collection level authorized by the 1997 Appropriations Act. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by the ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments and other restructuring proposals; and the resolution of motor carrier undercharge matters.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	1996 actual	1997 est.	1998 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	7	
12.1 Civilian personnel benefits	1	1	
13.0 Benefits for former personnel	3	1	
23.1 Rental payments to GSA	2	2	
23.3 Communications, utilities, and miscellaneous charges	1		
25.3 Purchases of goods and services from Government accounts	1	1	
99.0 Subtotal, direct obligations	16	12	
99.0 Reimbursable obligations	1	3	14
99.9 Total obligations	17	15	14

Personnel Summary

Identification code 69-0301-0-1-401	1996 actual	1997 est.	1998 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	97	109	
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	8	25	132

BUREAU OF TRANSPORTATION STATISTICS

The Bureau's goal is the improvement of transportation-related decisionmaking, in both the public and private sectors, leading to increases in efficiency, effectiveness, and safety in all modes of transportation. The Bureau is responsible for compiling, analyzing, and disseminating information on the nation's transportation systems. The Bureau's customers

are Federal, state, and local governments, private corporations and individuals.

Financing of the Bureau's operations is authorized as contract authority out of the Highway Trust Fund. The 1998 proposed funding level is \$31 million. The contract authority is included in the Federal-aid Highways program and subject to the obligation limitation applicable to that program. Funds are transferred to the Bureau from Federal-aid Highways, where all obligations and outlays are counted. Obligations are estimated at \$24.7 million in 1997 and \$31 million in 1998.

The Bureau also includes the Office of Airline Information, formerly the Office of Airline Statistics in the Research and Special Programs Administration.

During 1996, the Bureau was given responsibility for collecting motor carrier financial and safety data. This program was previously administered by the Interstate Commerce Commission (ICC). Responsibility was transferred to the Bureau by the ICC Termination Act of 1995, P.L. 104-88.

Federal Funds

General and special funds:

[BUREAU OF] TRANSPORTATION STATISTICS

Program and Financing (in millions of dollars)

Identification code 69-0305-0-1-407	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations	2		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2		
23.95 New obligations	-2		
New budget authority (gross), detail:			
40.00 Appropriation	2		
Change in unpaid obligations:			
73.10 New obligations	2		
73.20 Total outlays (gross)	-2		
Outlays (gross), detail:			
86.90 Outlays from new current authority	2		
Net budget authority and outlays:			
89.00 Budget authority	2		
90.00 Outlays	2		

The 1996 costs related to the Office of Airline Information, were funded by appropriations in this account. This program is now funded under the proposed contract authority for the Bureau within the Federal-aid highways account, along with the rest of the Bureau's funding.

Object Classification (in millions of dollars)

Identification code 69-0305-0-1-407	1996 actual	1997 est.	1998 est.
11.1 Personnel compensation: Full-time permanent	1		
25.2 Other services	1		
99.9 Total obligations	2		

Personnel Summary

Identification code 69-0305-0-1-407	1996 actual	1997 est.	1998 est.
1001 Total compensable workyears: Full-time equivalent employment	39		

MARITIME ADMINISTRATION

The Maritime Administration is responsible for programs authorized by the Merchant Marine Act, 1936, as amended,

and other related acts, to promote a strong U.S. Merchant Marine. Emphasis is placed on increasing the competitiveness and productivity of the U.S. maritime industries as well as ensuring adequate seafaring manpower for peacetime and national emergencies. Programs include: providing operating aid to U.S.-flag operators; administering the Federal Ship Financing Fund loan portfolio; reimbursing the Commodity Credit Corporation for the expanded cargo preference requirement in the Food Security Act of 1985; preserving and maintaining merchant ships retained in the National Defense Reserve Fleet including the Ready Reserve Force; emergency planning and coordination; promoting port and intermodal development; and conducting Federal technology assessment projects.

The following table shows the funding for the Maritime Administration programs:

	[In millions of dollars]		
	1996 actual	1997 est.	1998 est.
Budget authority:			
Maritime security program (054)	46	54	54
Ocean freight differential	13	25	28
Operations and training	70	65	70
Maritime guaranteed loan program (Title XI) (403)	40	41	39
Total budget authority	169	185	191
Program level (obligations):			
Maritime security program (054)	0	64	90
Ocean freight differential	13	25	28
Operations and training	72	68	70
Ready reserve force ¹	8	8	0
Vessel operations revolving fund	1	0	0
Federal ship financing fund	1	40	40
Maritime guaranteed loan program (Title XI) (054)	22	0	0
Maritime guaranteed loan program (Title XI) (403)	57	79	39
Total program level	174	284	267
Outlays:			
Operating-differential subsidies	165	155	135
Maritime security program (054)	0	64	90
Ocean freight differential	13	25	28
Operations and training	32	83	76
Ready reserve force ¹	64	61	0
Vessel operations revolving fund	19	-47	-72
War risk insurance revolving fund	-2		0
Federal ship financing fund	-60	-22	-76
Maritime guaranteed loan program (Title XI) (054)	22	0	0
Maritime guaranteed loan program (Title XI) (403)	57	79	39
Total outlays	309	398	219

¹ Funded through the Department of Defense.

Federal Funds

General and special funds:

SHIP CONSTRUCTION

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	6	7	7
23.95 New obligations			
24.40 Unobligated balance available, end of year:			
Uninvested balance	7	7	7
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Ship Construction account is currently inactive except for determinations regarding the use of vessels built under the program, final settlement of open contracts, and closing of financial accounts.

General and special funds—Continued

OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)

For the payment of obligations incurred for operating-differential subsidies, as authorized by the Merchant Marine Act, 1936, as amended, [S148,430,000] \$135,000,000, to remain available until expended. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	1996 actual	1997 est.	1998 est.
New budget authority (gross), detail:			
40.00 Appropriation	163	148	135
40.49 Portion applied to liquidate contract authority	-163	-148	-135
43.00 Appropriation (total)			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Appropriation	38	36	36
72.49 Contract authority	572	409	255
72.99 Total unpaid obligations, start of year	610	445	291
73.10 New obligations			
73.20 Total outlays (gross)	-165	-155	-135
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Appropriation	36	36	34
74.49 Contract authority	409	255	120
74.99 Total unpaid obligations, end of year	445	291	154
Outlays (gross), detail:			
86.93 Outlays from current balances	165	155	135
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	165	155	135

Status of Contract Authority (in millions of dollars)

Identification code 69-1709-0-1-403	1996 actual	1997 est.	1998 est.
0100 Balance, start of year	572	409	255
0400 Appropriation to liquidate contract authority	-163	-148	-135
0700 Balance, end of year	409	255	120

The Operating-Differential Subsidies (ODS) account helps to maintain a U.S.-flag merchant fleet to serve both the commercial and national security needs of the U.S. by providing operating subsidies to U.S.-flag ship operators to offset certain differences between U.S. and foreign operating costs. Appropriations are provided to liquidate contract authority. This program has been replaced by the Maritime Security Program. Appropriations will be provided to honor existing contracts through 2002. No new ODS contracts will be entered into and no existing contracts will be modified.

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, \$54,000,000, to remain available until expended [Provided, That these funds will be available only upon enactment of an authorization for this program]. Further, for the foregoing purposes, \$97,650,000, to become available on October 1, 1998 and remain available until expended. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	1996 actual	1997 est.	1998 est.	1999 est.
Obligations by program activity:				
10.00 Total obligations (object class 41.0)	64	90	98	

Budgetary resources available for obligation:				
21.90 Unobligated balance available, start of year: Fund balance	46	36	36	98
22.00 New budget authority (gross)	46	54	54	98
23.90 Total budgetary resources available for obligation	46	100	90	98
23.95 New obligations	-64	-90	-90	-98
24.90 Unobligated balance available, end of year: Fund balance	46	36		
New budget authority (gross), detail:				
Current:				
40.00 Appropriation	46	54	54	
Permanent:				
65.00 Advance appropriation (definite)				98
70.00 Total new budget authority (gross)	46	54	54	98
Change in unpaid obligations:				
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation				
73.10 New obligations	64	90	98	
73.20 Total outlays (gross)	-64	-90	-98	
Outlays (gross), detail:				
86.90 Outlays from new current authority		54	54	
86.93 Outlays from current balances		10	36	
86.97 Outlays from new permanent authority				98
87.00 Total outlays (gross)		64	90	98
Net budget authority and outlays:				
89.00 Budget authority	46	54	54	98
90.00 Outlays		64	90	98

The Maritime Security Program provides resources to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S.-flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations (object class 22.0)	13	25	28
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	13	25	28
23.95 New obligations	-13	-25	-28
New budget authority (gross), detail:			
60.05 Appropriation (indefinite)	13	25	28
60.47 Portion applied to debt reduction	-13	-25	-28
63.00 Appropriation (total)			
67.15 Authority to borrow (indefinite)	13	25	28
70.00 Total new budget authority (gross)	13	25	28
Change in unpaid obligations:			
73.10 New obligations	13	25	28
73.20 Total outlays (gross)	-13	-25	-28
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	13	25	28
Net budget authority and outlays:			
89.00 Budget authority	13	25	28
90.00 Outlays	13	25	28

Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount

of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent. These reimbursements are funded through borrowings from the Treasury. This account has a permanent, indefinite appropriation to liquidate debt provided in Public Law 100-202 to cover these costs.

The Maritime Administration's ocean freight differential costs are one portion of the government's cargo preference program. The ocean transportation subsidy costs related to cargo preference for all relevant agencies are presented in the following schedule.

CARGO PREFERENCE PROGRAM COSTS

[In millions of dollars]

AGENCY:	1996		1997		1998	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
Department of Agriculture	50	38	36	70	33	35
Department of Transportation— Maritime Administration	14	14	25	25	28	28
Department of Defense	412	412	398	398	419	419
Agency for International Develop- ment	8	8	9	9	10	10
Export-Import Bank of the U.S.	24	2	32	2	31	2
Department of State	1	1	1	1	1	1
Total	509	475	501	505	522	495

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, [\$65,000,000: *Provided*, That reimbursements may be made to this appropriation from receipts to the "Federal Ship Financing Fund" for administrative expenses in support of that program in addition to any amount heretofore appropriated] \$70,000,000. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1997.*)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	31	31	32
00.02 State marine schools	7	7	8
00.03 Additional training	2	2	2
00.10 Operating Programs	10	10	11
00.22 General administration	17	18	17
00.23 Title XI—Administrative Expenses	3		
00.91 Total direct program	70	68	70
01.01 Reimbursable program	68	68	69
10.00 Total obligations	138	136	139
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	5	3	
22.00 New budget authority (gross)	135	133	139
22.10 Resources available from recoveries of prior year obli- gations	2		
23.90 Total budgetary resources available for obligation	142	136	139
23.95 New obligations	-138	-136	-139
24.40 Unobligated balance available, end of year:			
Uninvested balance	3		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	67	65	70
42.00 Transferred from other accounts	3		
43.00 Appropriation (total)	70	65	70

Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	56	68	69
68.10 Change in orders on hand from Federal sources	9		
68.90 Spending authority from offsetting collections (total)	65	68	69
70.00 Total new budget authority (gross)	135	133	139
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Appropriation	-6	34	19
72.95 Orders on hand from Federal sources	35	44	44
72.99 Total unpaid obligations, start of year	29	78	63
73.10 New obligations	138	136	139
73.20 Total outlays (gross)	-88	-151	-145
73.45 Adjustments in unexpired accounts	-2		
Unpaid obligations, end of year:			
74.40 Obligated balance: Appropriation	34	19	15
74.95 Orders on hand from Federal sources	44	44	44
74.99 Total unpaid obligations, end of year	78	63	59
Outlays (gross), detail:			
86.90 Outlays from new current authority	32	55	60
86.93 Outlays from current balances		28	16
86.97 Outlays from new permanent authority	56	68	69
87.00 Total outlays (gross)	88	151	145
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force	-23	-25	-25
88.00 National Defense Reserve Fleet	-4	-4	-4
88.00 Merchant Marine Academy	-2	-2	-2
88.00 ARPA—Maritech Program	-16	-25	-25
88.00 Title XI Administrative Expenses		-3	-4
88.00 Marine Board Research Program and others	-11	-9	-9
88.90 Total, offsetting collections (cash)	-56	-68	-69
88.95 Change in orders on hand from Federal sources	-9		
Net budget authority and outlays:			
89.00 Budget authority	70	65	70
90.00 Outlays	32	83	76

This appropriation finances costs incurred by headquarters and region staffs in the administration and direction of Maritime Administration programs; the total cost of officer training at the U.S. Merchant Marine Academy as well as Federal financial support to six State maritime academies; planning for coordination of U.S. maritime industry activities under emergency conditions; activities promoting port and intermodal development; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	1996 actual	1997 est.	1998 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	31	31
11.3 Other than full-time permanent	2	2	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	31	34	33
12.1 Civilian personnel benefits	8	5	5
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	4	4	3
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.2 Other services	4	3	6
25.3 Purchases of goods and services from Government accounts	4	4	4
25.4 Operation and maintenance of facilities	3	3	3
25.7 Operation and maintenance of equipment	5	5	6
26.0 Supplies and materials	3	2	2
31.0 Equipment	1	1	1

General and special funds—Continued**OPERATIONS AND TRAINING—Continued****Object Classification (in millions of dollars)—Continued**

Identification code 69-1750-0-1-403	1996 actual	1997 est.	1998 est.
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Subtotal, direct obligations	70	68	70
99.0 Reimbursable obligations	68	68	69
99.9 Total obligations	138	136	139

Personnel Summary

Identification code 69-1750-0-1-403	1996 actual	1997 est.	1998 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	528	494	489
1005 Full-time equivalent of overtime and holiday hours	15	15	15
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	501	509	498
2005 Full-time equivalent of overtime and holiday hours	11	11	11

READY RESERVE FORCE**Program and Financing (in millions of dollars)**

Identification code 69-1710-0-1-054	1996 actual	1997 est.	1998 est.	1999 est.
Obligations by program activity:				
00.02 Maintenance and operations	8	8		
10.00 Total obligations (object class 25.2)	8	8		
Budgetary resources available for obligation:				
21.40 Unobligated balance available, start of year: For completion of prior year plans	1	8		
22.10 Resources available from recoveries of prior year obligations	15			
23.90 Total budgetary resources available for obligation	16	8		
23.95 New obligations	-8	-8		
24.40 Unobligated balance available, end of year: Uninvested balance	8			
Change in unpaid obligations:				
72.40 Unpaid obligations, start of year: Obligated balance: Appropriation	124	53		
73.10 New obligations	8	8		
73.20 Total outlays (gross)	-64	-61		
73.45 Adjustments in unexpired accounts	-15			
74.40 Unpaid obligations, end of year: Obligated balance: Appropriation	53			
Outlays (gross), detail:				
86.93 Outlays from current balances	64	61		
Net budget authority and outlays:				
89.00 Budget authority				
90.00 Outlays	64	61		

Funding for the Ready Reserve Force (RRF) account is included in appropriations for the Department of Defense. Management of the RRF remains with MARAD. Reimbursements from the Department of Defense for the RRF account are reflected in MARAD's Vessel Operations Revolving Fund account.

The RRF is comprised of Government-owned, U.S.-flag merchant ships laid up in the National Defense Reserve Fleet (NDRF). The RRF is maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency.

Public enterprise funds:**VESSEL OPERATIONS REVOLVING FUND****Program and Financing (in millions of dollars)**

Identification code 69-4303-0-3-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations	416	407	443
Budgetary resources available for obligation:			
21.90 Unobligated balance available, start of year: Fund balance	28	27	26
22.00 New budget authority (gross)	416	406	417
23.90 Total budgetary resources available for obligation	444	433	443
23.95 New obligations	-416	-407	-443
24.90 Unobligated balance available, end of year: Fund balance	27	26	
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	353	406	417
68.10 Change in orders on hand from Federal sources	63		
68.90 Spending authority from offsetting collections (total)	416	406	417
70.00 Total new budget authority (gross)	416	406	417
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.90 Uninvested balance	-18	-36	161
72.92 U.S. Securities: Unrealized discounts			-149
72.95 Orders on hand from Federal sources	374	437	437
72.99 Total unpaid obligations, start of year	356	401	449
73.10 New obligations	416	407	443
73.20 Total outlays (gross)	-371	-359	-345
Unpaid obligations, end of year:			
Obligated balance:			
74.90 Fund balance	-36	161	171
74.92 U.S. Securities: Unrealized discounts			-61
74.95 Orders on hand from Federal sources	437	437	437
74.99 Total unpaid obligations, end of year	401	449	547
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	371	353	292
86.98 Outlays from permanent balances		6	53
87.00 Total outlays (gross)	371	359	345
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force	-289	-266	-302
88.00 AWR-3	-45	-90	-80
88.00 510 (I) Transactions		-6	-6
88.00 T-AVB	-2	-10	-11
88.00 APF	-7	-27	-10
88.00 DOD Exercises and other	-10	-7	-8
88.90 Total, offsetting collections (cash)	-353	-406	-417
88.95 Change in orders on hand from Federal sources	-63		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	19	-47	-72

The Maritime Administration is authorized to reactivate, operate, deactivate, and charter merchant vessels. These operations are financed through the Vessel Operations Revolving Fund with reimbursements from sponsoring agencies. In addition, the fund is available to finance the necessary expenses to protect, maintain, preserve, acquire, and use vessels involved in mortgage foreclosure or forfeiture proceedings instituted by the United States other than those financed by the Federal Ship Financing Fund; and to process advances received from Federal agencies. Also the acquisition of ships

under the trade-in/scrap-out program is financed through this account.

Programs are funded by reimbursements from other Federal agencies. These programs include various DOD/Navy-sponsored activities, such as the operation of activated RRF vessels, installation of sealift enhancement features and other special projects. The Vessel Operations Revolving Fund account includes DOD/Navy reimbursements for the RRF account. DOD/Navy funding for RRF provides for additional RRF vessels, RRF ship activations and deactivations, maintaining RRF ships in an advanced state of readiness, berthing costs, capital improvements at fleet sites, and other RRF support costs.

Statement of Operations (in millions of dollars)

Identification code 69-4303-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	189	353	406	417
0102 Expense	-187	-371	-406	-417
0109 Net income or loss (-)	2	-18		

Balance Sheet (in millions of dollars)

Identification code 69-4303-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	10	-9	21	21
Investments in US securities:				
1106 Receivables, net	61	128	11	11
1999 Total assets	71	119	32	32
LIABILITIES:				
2101 Federal liabilities: Accounts payable	33	1	1	1
2999 Total liabilities	33	1	1	1
NET POSITION:				
3200 Invested capital	38	118	31	31
3999 Total net position	38	118	31	31
4999 Total liabilities and net position	71	119	32	32

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	1996 actual	1997 est.	1998 est.
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	10	11	11
24.0 Printing and reproduction	1	1	1
25.2 Other services	329	302	338
26.0 Supplies and materials	2	2	2
31.0 Equipment	70	87	87
42.0 Insurance claims and indemnities	1	1	1
99.0 Subtotal, reimbursable obligations	416	407	443
99.9 Total obligations	416	407	443

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	1996 actual	1997 est.	1998 est.
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.90 Fund balance		1	1
21.91 U.S. Securities: Par value	24	25	24
21.99 Total unobligated balance, start of year	24	26	25
22.00 New budget authority (gross)	1	1	1
23.90 Total budgetary resources available for obligation	25	27	26
23.95 New obligations			
Unobligated balance available, end of year:			
24.90 Fund balance	1	1	
24.91 U.S. Securities: Par value	25	24	27
24.99 Total unobligated balance, end of year	26	25	27

New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	2	1	2
Change in unpaid obligations:			
73.10 New obligations			
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	1	1	2
Offsets:			
Against gross budget authority and outlays:			
88.20 Offsetting collections (cash) from: Interest on U.S. securities	-2	-1	-2
Net budget authority and outlays:			
89.00 Budget authority	-1		-1
90.00 Outlays	-2		

The Maritime Administration is authorized to insure against loss or damage from marine war risks until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and war risk cargo insurance standby program.

Statement of Operations (in millions of dollars)

Identification code 69-4302-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	1	1	1	
0102 Expense				
0109 Net income or loss (-)	1	1	1	

Balance Sheet (in millions of dollars)

Identification code 69-4302-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	1	1	1	1
Investments in US securities:				
1102 Treasury securities, par	23	24	25	27
1106 Receivables, net	1	1	1	1
1999 Total assets	25	26	27	29
NET POSITION:				
3200 Invested capital	24	25	27	29
3999 Total net position	24	25	27	29
4999 Total liabilities and net position	24	25	27	29

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.01 Operating expenses	1	15	15
01.01 Default claims		25	25
10.00 Total obligations	1	40	40
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.90 Fund balance		5	1
21.91 U.S. Securities: Par value	386	22	14
21.99 Total unobligated balance, start of year	386	27	15
22.00 New budget authority (gross)	63	38	38
22.40 Capital transfer to general fund	-421	-10	
23.90 Total budgetary resources available for obligation	28	55	53
23.95 New obligations	-1	-40	-40
Unobligated balance available, end of year:			
24.90 Fund balance	5	1	4

Credit accounts—Continued**FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-4301-0-3-403	1996 actual	1997 est.	1998 est.
24.91 U.S. Securities: Par value	22	14	9
24.99 Total unobligated balance, end of year	27	15	13
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	63	38	38
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.90 Fund balance	11	9	33
72.92 U.S. Securities: Unrealized discounts	-17	-17	-17
72.95 Orders on hand from Federal sources	4	4	4
72.99 Total unpaid obligations, start of year	-2	-4	20
73.10 New obligations	1	40	40
73.20 Total outlays (gross)	-3	-16	38
Unpaid obligations, end of year:			
Obligated balance:			
74.90 Fund balance	9	33	111
74.92 U.S. Securities: Unrealized discounts	-17	-17	-17
74.95 Orders on hand from Federal sources	4	4	4
74.99 Total unpaid obligations, end of year	-4	20	98
Outlays (gross), detail:			
86.98 Outlays from permanent balances	3	16	-38
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.20 Interest on U.S. securities	-8	-5	-5
Non-Federal sources:			
88.40 Insurance premiums and fees	-8	-7	-7
88.40 Repayment of loans	-9	-7	-7
88.40 Sale of assets	-23	-11	-11
88.40 Interest and other income	-15	-8	-8
88.90 Total, offsetting collections (cash)	-63	-38	-38
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-60	-22	-76

Status of Direct Loans (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 est.	1998 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	33		18
1231 Disbursements: Direct loan disbursements		25	25
Repayments:			
1251 Repayments and prepayments	-1	-1	-1
1252 Proceeds from loan asset sales to the public or discounted	-6	-6	-6
1264 Write-offs for default: Other adjustments, net	-26		
1290 Outstanding, end of year		18	36

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 est.	1998 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	981	831	677
2251 Repayments and prepayments	-150	-130	-130
2261 Adjustments: Terminations for default that result in loans receivable		-24	-24
2290 Outstanding, end of year	831	677	523
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	831	677	523

Addendum:

Cumulative balance of defaulted guaranteed loans that result in loans receivable:				
2310	Outstanding, start of year	75	48	46
2331	Disbursements for guaranteed loan claims		25	25
2351	Repayments of loans receivable	-27	-27	-27
2390	Outstanding, end of year	48	46	44

The Merchant Marine Act of 1936, as amended, established the Federal Ship Financing Fund to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United States. No new commitments for loan guarantees are projected for 1998 for the Federal Ship Financing Fund.

Statement of Operations (in millions of dollars)

Identification code 69-4301-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
0101 Revenue	104	64	40	40
0102 Expense	-610	-2	-40	-40
0109 Net income or loss (-)	-506	62		

Balance Sheet (in millions of dollars)

Identification code 69-4301-0-3-403	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	9	4		
Investments in US securities:				
1102 Treasury securities, par	396	27	31	31
1106 Receivables, net	9	19	11	15
1206 Non-Federal assets: Receivables, net	4	28	16	12
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	33		18	36
1603 Allowance for estimated uncollectible loans and interest (-)	-6	-26		
1604 Direct loans and interest receivable, net	27	-26	18	36
1699 Value of assets related to direct loans	27	-26	18	36
1803 Other Federal assets: Property, plant and equipment, net	13	2	4	6
1999 Total assets	458	54	80	100
LIABILITIES:				
2201 Non-Federal liabilities: Accounts payable	1	1	3	3
2999 Total liabilities	1	1	3	3
NET POSITION:				
3200 Invested capital	457	52	77	97
3999 Total net position	457	52	77	97
4999 Total liabilities and net position	458	53	80	100

Object Classification (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 est.	1998 est.
25.2 Other services	1	15	15
33.0 Investments and loans		25	25
99.9 Total obligations	1	40	40

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, **[\$37,450,000]** \$35,000,000, to remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed **[\$1,000,000,000]** \$500,000,000.

In addition, for administrative expenses to carry out the guaranteed loan program, not to exceed **[\$3,450,000]** \$4,000,000, which shall

be transferred to and merged with the appropriation for Operations and Training. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1997.)

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-999	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
00.02 Guaranteed loan subsidy	79	76	35
00.03 Administrative Expenses		3	4
10.00 Total obligations	79	79	39
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested balance	76	38	
22.00 New budget authority (gross)	40	41	39
23.90 Total budgetary resources available for obligation	116	79	39
23.95 New obligations	-79	-79	-39
24.40 Unobligated balance available, end of year:			
Uninvested balance	38		
New budget authority (gross), detail:			
40.00 Appropriation	43	41	39
41.00 Transferred to other accounts	-3		
43.00 Appropriation (total)	40	41	39
70.00 Total new budget authority (gross)	40	41	39
Change in unpaid obligations:			
73.10 New obligations	79	79	39
73.20 Total outlays (gross)	-79	-79	-39
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	41	39
86.93 Outlays from current balances	74	38	
87.00 Total outlays (gross)	79	79	39
Net budget authority and outlays:			
89.00 Budget authority	40	41	39
90.00 Outlays	79	79	39

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-1752-0-1-999	1996 actual	1997 est.	1998 est.
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Loan guarantee level 1, Category A		61	30
2150 Loan guarantee level 1, Category B	24	79	26
2150 Loan guarantee level 1, Category C	70	93	23
2150 Loan guarantee level 2, Category A	202	208	121
2150 Loan guarantee level 2, Category B	581	206	82
2150 Loan guarantee level 2, Category C	225	342	159
2150 Loan guarantee level 3		76	36
2159 Total loan guarantee levels	1,102	1,065	477
Guaranteed loan subsidy (in percent):			
2320 Subsidy rate, level 1, Category A	3.28	3.28	3.28
2320 Subsidy rate, level 1, Category B	3.78	3.78	3.78
2320 Subsidy rate, level 1, Category C	4.28	4.28	4.28
2320 Subsidy rate, level 2, Category A	5.78	5.78	5.78
2320 Subsidy rate, level 2, Category B	7.28	7.28	7.28
2320 Subsidy rate, level 2, Category C	8.78	8.78	8.78
2320 Subsidy rate, level 3	13.78	13.78	13.78
2329 Weighted average subsidy rate	7.00	7.00	7.00
Guaranteed loan subsidy budget authority:			
2330 Subsidy budget authority, level 1, Category A		2	1
2330 Subsidy budget authority, level 1, Category B	1	3	1
2330 Subsidy budget authority, level 1, Category C	3	4	1
2330 Subsidy budget authority, level 2, Category A	12	12	7
2330 Subsidy budget authority, level 2, Category B	43	15	6
2330 Subsidy budget authority, level 2, Category C	20	30	14
2330 Subsidy budget authority level 3		10	5
2339 Total subsidy budget authority	79	76	35
Guaranteed loan subsidy outlays:			
2340 Subsidy outlays, level 1	4	9	3
2340 Subsidy outlays, level 2	75	57	27
2340 Subsidy outlays, level 3		10	5

2349 Total subsidy outlays	79	76	35
Administrative expense data:			
3510 Budget authority		3	4
3590 Outlays from new authority		3	4

This program provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards. In 1996, the program began operating under seven risk categories for loans to be approved under the Title XI program.

As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantee commitments made in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis, the administrative expenses are estimated on a cash basis.

Funds for administrative expenses for the Title XI program are appropriated to this account, then transferred to the Operations and Training account to be obligated and outlayed. The schedule above shows the post-transfer amounts for 1996. For 1997 and 1998, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

Language will be proposed in the FY 1998 Budget to amend the Merchant Marine Act of 1936 such that the Title XI program will conform more closely with the Federal Credit Reform Act, thereby reducing the risk to the Federal government.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-999	1996 actual	1997 est.	1998 est.
25.2 Other services		3	4
41.0 Grants, subsidies, and contributions	79	76	35
99.9 Total obligations	79	79	39

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	1996 actual	1997 est.	1998 est.
Obligations by program activity:			
10.00 Total obligations			
Budgetary resources available for obligation:			
21.90 Unobligated balance available, start of year: Fund			
balance	80	166	288
22.00 New financing authority (gross)	86	122	87
23.90 Total budgetary resources available for obligation	166	288	375
23.95 New obligations			
24.90 Unobligated balance available, end of year: Fund			
balance	166	288	375
New financing authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	86	122	87
Change in unpaid obligations:			
73.10 New obligations			
73.20 Total financing disbursements (gross)			
87.00 Total financing disbursements (gross)			
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account	-71	-75	-35
88.25 Interest on uninvested funds	-9	-10	-11
88.40 Insurance premiums	-6	-37	-41

Credit accounts—Continued**MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT—
Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-4304-0-3-999	1996 actual	1997 est.	1998 est.
88.90 Total, offsetting collections (cash)	-86	-122	-87
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-86	-122	-87

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	1996 actual	1997 est.	1998 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	1,000	1,000	500
2150 Total guaranteed loan commitments	1,000	1,000	500
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	742	1,764	2,677
2231 Disbursements of new guaranteed loans	1,102	1,065	477
2251 Repayments and prepayments	-80	-152	-178
2290 Outstanding, end of year	1,764	2,677	2,976
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	1,764	2,677	2,976

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees committed in 1992 and beyond (including modifications of loan guarantees that resulted from commitments in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999	1995 actual	1996 actual	1997 est.	1998 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	80	166	288	375
1999 Total assets	80	166	288	375
NET POSITION:				
3200 Invested capital	80	166	288	375
3999 Total net position	80	166	288	375

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received therefor shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act or in any prior appropriation Act, and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1997.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	1996 actual	1997 est.	1998 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	63	62	62
Legislative proposal, subject to PAYGO			
69-085500 Registration, filing, and permit fees, hazardous materials transportation	2	1	1
69-244400 Railroad safety inspection fees, DOT	2		
Legislative proposal, not subject to PAYGO			60
69-309900 Miscellaneous recoveries and refunds, not otherwise classified	1	2	5
General Fund Offsetting receipts from the public	68	65	128

OTHER CONSOLIDATED RECEIPT ACCOUNTS

(in millions of dollars)

	1996 actual	1997 est.	1998 est.
69-977110 Proprietary receipts, Miscellaneous trust funds	1	1	1

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. Such sums as may be necessary for fiscal year [1997] 1998 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965, 20 U.S.C. 7701, et seq., for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents, and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than one hundred seven political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 308. The Secretary of Transportation may enter into grants, cooperative agreements, and other transactions with any person, agency, or instrumentality of the United States, any unit of State

or local government, any educational institution, and any other entity in execution of the Technology Reinvestment Project authorized under the Defense Conversion, Reinvestment and Transition Assistance Act of 1992 and related legislation: *Provided*, That the authority provided in this section may be exercised without regard to section 3324 of title 31, United States Code.

SEC. 309. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 310. (a) For fiscal year [1997] 1998 the Secretary of Transportation shall distribute the obligation limitation for Federal-aid highways by allocation in the ratio which sums authorized to be appropriated for Federal-aid highways that are apportioned or allocated to each State for such fiscal year bear to the total of the sums authorized to be appropriated for Federal-aid highways that are apportioned or allocated to all the States for such fiscal year.

[(b) During the period October 1 through December 31, 1996, no State shall obligate more than 25 per centum of the amount distributed to such State under subsection (a), and the total of all State obligations during such period shall not exceed 12 per centum of the total amount distributed to all States under such subsection.]

[(c) (b) Notwithstanding [subsections] subsection (a) [and (b)], the Secretary shall—

(1) provide all States with authority sufficient to prevent lapses of sums authorized to be appropriated for Federal-aid highways that have been apportioned to a State;

(2) after August 1, [1997] 1998, revise a distribution of the funds made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 103(e)(4), 104, and 144 of title 23, United States Code, and under sections 1013(c) and 1015 of Public Law 102-240]; and

(3) *not distribute amounts authorized for administrative expenses and funded from the administrative takedown authorized by 23 U.S.C. 104(a), nor for the Federal lands highway program, intelligent transportation infrastructure integration deployment program, intelligent transportation system research and development program, the Federal Highway Administration's research and technology programs, the scenic byways program, the highway tax evasion program, the variable pricing program, the gateway border crossing program, the Bureau of Transportation Statistics, the Research and Special Program Administration's strategic planning and intermodal research program, the Truman-Hobbs Bridge project, the recreational trails program, the Woodrow Wilson Bridge project, and Appalachian Highways.*

[(3) not distribute amounts authorized for administrative expenses and funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, the Federal lands highway program, the intelligent transportation systems program, and amounts made available under sections 1040, 1047, 1064, 6001, 6005, 6006, 6023, and 6024 of Public Law 102-240, and 49 U.S.C. 5316, 5317, and 5338: *Provided*, That amounts made available under section 6005 of Public Law 102-240 shall be subject to the obligation limitation for Federal-aid highways and highway safety construction programs under the head "Federal-Aid Highways" in this Act.]

[(d) During the period October 1 through December 31, 1996, the aggregate amount of obligations under section 157 of title 23, United States Code, for projects covered under section 147 of the Surface Transportation Assistance Act of 1978, section 9 of the Federal-Aid Highway Act of 1981, sections 131(b), 131(j), and 404 of Public Law 97-424, sections 1061, 1103 through 1108, 4008, and 6023(b)(8) and 6023(b)(10) of Public Law 102-240, and for projects authorized by Public Law 99-500 and Public Law 100-17, shall not exceed \$277,431,840.]

[(e) During the period August 2 through September 30, 1997, the aggregate amount which may be obligated by all States shall not exceed 2.5 per cent of the aggregate amount of funds apportioned or allocated to all States—

(1) under sections 104 and 144 of title 23, United States Code, and 1013(c) and 1015 of Public Law 102-240, and

(2) for highway assistance projects under section 103(e)(4) of title 23, United States Code, which would not be obligated in fiscal year 1997 if the total amount of the obligation limitation provided for such fiscal year in this Act were utilized.]]

[(f) Paragraph (e) shall not apply to any State which on or after August 1, 1997, has the amount distributed to such State under paragraph (a) for fiscal year 1997 reduced under paragraph (c)(2).]

[(g) INCREASE IN ADMINISTRATIVE TAKEDOWN.—

(1) IN GENERAL.—Notwithstanding any other provision of law, for fiscal year 1997 only, whenever an allocation is made of the sums authorized to be appropriated for expenditure on the Federal lands highways program, and whenever an apportionment is made of the sums authorized to be appropriated for expenditure on the surface transportation program, the congestion mitigation and air quality improvement program, the National Highway System, the Interstate maintenance program, the Interstate reimbursement program, the highway bridge replacement and rehabilitation program, and the donor State bonus program, the Secretary of Transportation shall deduct a sum in such amount not to exceed 4¼ per centum of all sums to be authorized as the Secretary may determine necessary for administering the provisions of law to be financed from appropriations for the Federal-Aid Highway Program and for carrying on the research authorized by subsections (a) and (b) of section 307 of title 23, United States Code. In making such determination, the Secretary shall take into account the unobligated balance of any sums deducted for such purposes in prior years. The sum so deducted shall remain available until expended.

(2) EFFECT.—Any deduction by the Secretary of Transportation in accordance with this Act shall be deemed to be a deduction under section 104(a) of title 23, United States Code.]

SEC. 311. The [limitation] limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation under the discretionary grants program.

SEC. 312. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 313. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 314. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The FAA shall accept such equipment, which shall thereafter be operated and maintained by the FAA in accordance with agency criteria.

[SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that (1) includes economic order quantity or long lead time material procurement in excess of \$10,000,000 in any one year of the contract or (2) includes a cancellation charge greater than \$10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: *Provided*, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.]

[SEC. 316. None of the funds provided in this Act shall be made available for planning and executing a passenger manifest program by the Department of Transportation that only applies to United States flag carriers.]

SEC. [317] 315. Notwithstanding any other provision of law, [and except for fixed guideway modernization projects,] funds made available by this Act under "Federal Transit Administration, [Discretionary grants] Major Capital Investments" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [1999] 2000, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [318] 316. Notwithstanding any other provision of law, any funds appropriated before October 1, [1993] 1997, under any section

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of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

SEC. 319. None of the funds in this Act shall be available to implement or enforce regulations that would result in the withdrawal of a slot from an air carrier at O'Hare International Airport under section 93.223 of title 14 of the Code of Federal Regulations in excess of the total slots withdrawn from that air carrier as of October 31, 1993 if such additional slot is to be allocated to an air carrier or foreign air carrier under section 93.217 of title 14 of the Code of Federal Regulations.]

SEC. 320. None of the funds in this Act may be used to compensate in excess of 335 technical staff years under the federally-funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 1997.]

SEC. 321. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$10,000,000, which limits fiscal year 1997 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$114,812,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.]

SEC. [322] 317. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Limitation on General Operating Expenses" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Railroad Safety" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 323. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901, et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section.]

SEC. 324. None of the funds in this Act may be used for planning, engineering, design, or construction of a sixth runway at the new Denver International Airport, Denver, Colorado: *Provided*, That this provision shall not apply in any case where the Administrator of the Federal Aviation Administration determines, in writing, that safety conditions warrant obligation of such funds.]

SEC. [325] 318. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to [the provisions of section 6006 of the Intermodal Surface Transportation Efficiency Act of 1991.] 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall not be subject to the obligation limitation for Federal-aid highways and highway safety construction. [That in addition to amounts otherwise provided in this Act, not to exceed \$3,100,000 in expenses of the Bureau of Transportation Statistics necessary to conduct activities related to airline statistics may be incurred, but only to the extent such expenses are offset by user fees charged for those activities and credited as offsetting collections.]

SEC. [326] 319. The Secretary of Transportation is authorized to transfer funds appropriated in this Act [to "Rental payments" for any expense authorized by that appropriation] *to make rental payments to the General Services Administration* in excess of the amounts provided in this Act: *Provided*, That prior to any such transfer, notification shall be provided to the House and Senate Committees on Appropriations.

SEC. 327. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end

of course evaluations; (d) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; (e) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.]

SEC. 328. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress on the request of any Member or to Congress, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.]

SEC. 329. None of the funds in this Act may be used to support Federal Transit Administration's field operations and oversight of the Washington Metropolitan Area Transit Authority in any location other than from the Washington, D.C. metropolitan area.]

SEC. 330. None of the funds made available in this Act may be used for improvements to the Miller Highway in New York City, New York.]

SEC. 331. Not to exceed \$1,250,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees.]

SEC. [332] 320. Notwithstanding any other provision of law, the Secretary may use funds appropriated under this Act, or any subsequent Act, to administer and implement the exemption provisions of 49 CFR 580.6 and to adopt or amend exemptions from the disclosure requirements of 49 CFR part 580 for any class or category of vehicles that the Secretary deems appropriate.

SEC. [333] 321. No funds other than those appropriated to the Surface Transportation Board shall be used for conducting the activities of the Board.

SEC. 334. Section 24902 of title 49, United States Code, is amended by adding at the end the following new subsection:

"(m) APPLICABLE PROCEDURES.—No State or local building, zoning, subdivision, or similar or related law, nor any other State or local law from which a project would be exempt if undertaken by the Federal Government or an agency thereof within a Federal enclave wherein Federal jurisdiction is exclusive, including without limitation with respect to all such laws referenced herein above requirements for permits, actions, approvals or filings, shall apply in connection with the construction, ownership, use, operation, financing, leasing, conveying, mortgaging or enforcing a mortgage of (i) any improvement undertaken by or for the benefit of Amtrak as part of, or in furtherance of, the Northeast Corridor Improvement Project (including without limitation maintenance, service, inspection or similar facilities acquired, constructed or used for high speed trainsets) or chapter 241, 243, or 247 of this title or (ii) any land (and right, title or interest created with respect thereto) on which such improvement is located and adjoining, surrounding or any related land. These exemptions shall remain in effect and be applicable with respect to such land and improvements for the benefit of any mortgagee before, upon and after coming into possession of such improvements or land, any third party purchasers thereof in foreclosure (or through a deed in lieu of foreclosure), and their respective successors and assigns, in each case to the extent the land or improvements are used, or held for use, for railroad purposes or purposes accessory thereto. This subsection (m) shall not apply to any improvement or related land unless Amtrak receives a Federal operating subsidy in the fiscal year in which Amtrak commits to or initiates such improvement.".]

SEC. 335. None of the funds made available in this Act may be used to construct, or to pay the salaries or expenses of Department of Transportation personnel who approve or facilitate the construction of, a third track on the Metro-North Railroad Harlem Line in the vicinity of Bronxville, New York, when it is made known to the Federal official having authority to obligate or expend such funds

that a final environmental impact statement has not been completed for such construction project.]

[SEC. 336. Section 5328(c)(1)(E) of title 49, United States Code, is amended—

- (1) by striking “Westside” the first place it appears;
- (2) by striking “and” after “101–584.”; and
- (3) by inserting before the period at the end the following:
“, and the locally preferred alternative for the South/North Corridor Project”.]

[SEC. 336a. Section 3035(b) of Public Law 102–240 is hereby amended by striking “\$515,000,000” and inserting in lieu thereof “\$555,000,000”.]

[SEC. 337. Notwithstanding any other provision of law, of the funds made available to Cleveland for the “Cleveland Dual Hub Corridor Project” or “Cleveland Dual Hub Rail Project,” \$4,023,030 in funds made available in fiscal years 1991, 1992, and 1994, under Public Laws 101–516, 102–143, 102–240, 103–122, and accompanying reports, shall be made available for the Berea Red Line Extension and the Euclid Corridor Improvement projects.]

[SEC. 338. Notwithstanding any other provision of law, funds made available under section 3035(kk) of Public Law 102–240 for fiscal year 1997 to the State of Michigan shall be for the purchase of buses and bus-related equipment and facilities.]

[SEC. 339. In addition to amounts otherwise provided in this Act, there is hereby appropriated \$2,400,000 for activities of the National Civil Aviation Review Commission, to remain available until expended.]

[SEC. 340. Of the amounts made available under the Federal Transit Administration’s Discretionary Grants program for Kauai, Hawaii, in Public Law 103–122 and Public Law 103–331, \$3,250,000 shall be transferred to and administered in accordance with 49 U.S.C. 5311 and made available to Kauai, Hawaii.]

[SEC. 341. Section 423 of H.R. 1361, as passed the House of Representatives on May 9, 1995, is hereby enacted into law.]

[SEC. 342. Improvements identified as highest priority by section 1069(t) of Public Law 102–240 and funded pursuant to section 118(c)(2) of title 23, United States Code, shall not be treated as an allocation for Interstate maintenance for such fiscal year under section 157(a)(4) of title 23, United States Code, and sections 1013(c), 1015(a)(1), and 1015(b)(1) of Public Law 102–240: *Provided*, That any discretionary grant made pursuant to Public Law 99–663 shall not be subject to section 1015 of Public Law 102–240.]

[SEC. 343. (a) COMPLIANCE WITH BUY AMERICAN ACT.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).]

[(b) SENSE OF CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.]

[(c) PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.]

SEC. [344] 322. Notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.

SEC. [345] 323. None of the funds made available in this Act may be used by the National Transportation Safety Board to plan, conduct, or enter into any contract for a study to determine the

feasibility of allowing individuals who are more than 60 years of age to pilot commercial aircraft.

[SEC. 346. Funds provided in this Act for bonuses and cash awards for employees of the Department of Transportation shall be reduced by \$513,604 which limits fiscal year 1997 obligation authority to no more than \$25,448,300: *Provided*, That this provision shall be applied to funds for Senior Executive Service bonuses, merit pay, and other bonuses and cash awards.]

[SEC. 347. Hereinafter, the National Railroad Passenger Corporation (Amtrak) shall be exempted from any State or local law relating to the payment or delivery of abandoned or unclaimed personal property to any government authority, including any provision for the enforcement thereof, with respect to passenger rail tickets for which no refund has been or may be claimed, and such law shall not apply to funds held by Amtrak as a result of the purchase of tickets after April 30, 1972 for which no refund has been claimed.]

[SEC. 348. Notwithstanding any other provision of law, of amounts made available under Federal Aviation Administration “Operations”, the FAA shall provide personnel at Dutch Harbor, Alaska to provide real-time weather and runway observation and other such functions to help ensure the safety of aviation operations.]

[SEC. 349. DEPARTMENT OF TRANSPORTATION VOLUNTARY SEPARATION INCENTIVE PAYMENTS.—

(a) DEFINITIONS.—For the purposes of this section—

(1) the term “agency” means the following agencies of the Department of Transportation:

- (A) the United States Coast Guard;
- (B) the Research and Special Programs Administration;
- (C) the Saint Lawrence Seaway Development Corporation;
- (D) the Office of the Secretary; and
- (E) the Federal Railroad Administration;

(2) the term “employee” means an employee (as defined by section 2105 of title 5, United States Code) who is employed by the agency serving under an appointment without time limitation, and has been currently employed for a continuous period of at least 3 years, but does not include—

(A) a reemployed annuitant under subchapter III of chapter 83 or chapter 84 of title 5, United States Code, or another retirement system for employees of the agency;

(B) an employee having a disability on the basis of which such employee is or would be eligible for disability retirement under the applicable retirement system referred to in subparagraph (A);

(C) an employee who is in receipt of a specific notice of involuntary separation for misconduct or unacceptable performance;

(D) an employee who, upon completing an additional period of service as referred to in section 3(b)(2)(B)(ii) of the Federal Workforce Restructuring Act of 1994 (5 U.S.C. 5597 note), would qualify for a voluntary separation incentive payment under section 3 of such Act;

(E) an employee who has previously received any voluntary separation incentive payment by the Federal Government under this section or any other authority and has not repaid such payment;

(F) an employee covered by statutory reemployment rights who is on transfer to another organization;

(G) any employee who, during the twenty-four month period preceding the date of separation, has received a recruitment or relocation bonus under section 5753 of title 5, United States Code, or who, within the twelve month period preceding the date of separation, received a retention allowance under section 5754 of title 5, United States Code; or

(H) any employee who, upon separation and application, would be eligible for an immediate annuity under subchapter III of chapter 83 or chapter 84 of title 5, United States Code (or another retirement system for employees of the agency), other than an annuity subject to a reduction under section 8339(h) or 8415(f) of such title (or corresponding provisions of another retirement system for employees of the agency).

(b) AGENCY STRATEGIC PLAN.—

(1) IN GENERAL.—The head of an agency, prior to obligating any resources for voluntary separation incentive payments, shall submit to the House and Senate Committees on Appropriations and the Committee on Governmental Affairs of the Senate and the Committee on Government Reform and Oversight of the House of Representatives a strategic plan outlining the intended use of such incentive payments and a proposed organizational

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chart for the agency once such incentive payments have been completed.

(2) CONTENTS.—The agency's plan shall include—

(A) the positions and functions to be reduced or eliminated, identified by organizational unit, geographic location, occupational category and grade level;

(B) the number and amounts of voluntary separation incentive payments to be offered; and

(C) a description of how the agency will operate without the eliminated positions and functions.

(c) AUTHORITY TO PROVIDE VOLUNTARY SEPARATION INCENTIVE PAYMENTS.—

(1) IN GENERAL.—A voluntary separation incentive payment under this section may be paid by an agency to any employee only to the extent necessary to eliminate the positions and functions identified by the strategic plan.

(2) AMOUNT AND TREATMENT OF PAYMENTS.—A voluntary separation incentive payment—

(A) shall be paid in a lump sum after the employee's separation;

(B) shall be paid from appropriations or funds available for the payment of the basic pay of the employees;

(C) shall be equal to the lesser of—

(i) an amount equal to the amount the employee would be entitled to receive under section 5595(c) of title 5, United States Code; or

(ii) an amount determined by an agency head not to exceed \$25,000 in fiscal year 1997;

(D) shall not be a basis for payment, and shall not be included in the computation, of any other type of Government benefit; and

(E) shall not be taken into account in determining the amount of any severance pay to which the employee may be entitled under section 5595 of title 5, United States Code, based on any other separation.

(3) LIMITATION.—No amount shall be payable under this section based on any separation occurring before the date of the enactment of this Act, or after September 30, 1997.

(d) ADDITIONAL AGENCY CONTRIBUTIONS TO THE RETIREMENT FUND.—

(1) IN GENERAL.—In addition to any other payments which it is required to make under subchapter III of chapter 83 of title 5, United States Code, an agency shall remit to the Office of Personnel Management for deposit to the Treasury of the United States to the credit of the Civil Service Retirement and Disability Fund an amount equal to 15 percent of the final basic pay of each employee of the agency who is covered under subchapter III of chapter 83 or chapter 84 of title 5, United States Code, to whom a voluntary separation incentive has been paid under this section.

(2) DEFINITION.—For the purpose of paragraph (1), the term "final basic pay", with respect to an employee, means the total amount of basic pay which would be payable for a year of service by such employee, computed using the employee's final rate of basic pay, and, if last serving on other than a full-time basis, with appropriate adjustment therefor.

(e) EFFECT OF SUBSEQUENT EMPLOYMENT WITH THE GOVERNMENT.—An individual who has received a voluntary separation incentive payment under this section and accepts any employment for compensation with the Government of the United States, or who works for any agency of the United States Government through a personal services contract, within 5 years after the date of the separation on which the payment is based shall be required to pay, prior to the individual's first day of employment, the entire amount of the incentive payment to the agency that paid the incentive payment.

(f) REDUCTIONS OF AGENCY EMPLOYMENT LEVELS.—

(1) IN GENERAL.—The total number of funded employee positions in an agency shall be reduced by one position for each vacancy credited by the separation of any employee who has received, or is due to receive, a voluntary separation incentive payment under this section. For the purposes of this subsection, positions shall be counted on a full-time-equivalent basis.

(2) ENFORCEMENT.—The President, through the Office of Management and Budget, shall monitor each agency and take any action necessary to ensure that the requirements of this subsection are met.

(g) EFFECTIVE DATE.—This section shall take effect October 1, 1996.]

[SEC. 350. TREATMENT OF CERTAIN PENDING CHILD CUSTODY CASES IN SUPERIOR COURT OF DISTRICT OF COLUMBIA.—

(a) IN GENERAL.—Subchapter II of chapter 9 of title 11, District of Columbia Code, is amended by adding at the end the following new section:

"Sec. 11-925. RULES REGARDING CERTAIN PENDING CHILD CUSTODY CASES.

"(a) In any pending case involving custody over a minor child or the visitation rights of a parent of a minor child in the Superior Court which is described in subsection (b)—

"(1) at anytime after the child attains 13 years of age, the party to the case who is described in subsection (b)(1) may not have custody over, or visitation rights with, the child without the child's consent; and

"(2) if any person had actual or legal custody over the child or offered safe refuge to the child while the case (or other actions relating to the case) was pending, the court may not deprive the person of custody or visitation rights over the child or otherwise impose sanctions on the person on the grounds that the person had such custody or offered such refuge.

"(b) A case described in this subsection is a case in which—

"(1) the child asserts that a party to the case has been sexually abusive with the child;

"(2) the child has resided outside of the United States for not less than 24 consecutive months;

"(3) any of the parties to the case has denied custody or visitation to another party in violation of an order of the court for not less than 24 consecutive months; and

"(4) any of the parties to the case has lived outside of the District of Columbia during such period of denial of custody or visitation."

(b) CLERICAL AMENDMENT.—The table of sections for subchapter II of chapter 9 of title 11, D.C. Code, is amended by adding at the end the following new item:

"11-925. RULES REGARDING CERTAIN PENDING CHILD CUSTODY CASES."

(c) EFFECTIVE DATE.—

(1) IN GENERAL.—The amendments made by this section shall apply to cases brought in the Superior Court of the District of Columbia before, on, or after the date of the enactment of this Act.

(2) CONTINUATION OF PROVISIONS UNTIL TERMINATION.—The provisions of section 11-925, District of Columbia Code (as added by subsection (a)), shall apply to any case described in paragraph (1) until the termination of the case.]

[SEC. 351. Not later than December 31, 1997, the Administrator of the Federal Aviation Administration shall—

(a) take such action as may be necessary to provide for an independent assessment of the acquisition management system of the Federal Aviation Administration that includes a review of any efforts of the Administrator in promoting and encouraging the use of full and open competition as the preferred method of procurement with respect to any contract that involves an amount greater than \$50,000,000; and

(b) submit to the Congress a report on the findings of that independent assessment: *Provided*, That for purposes of this section, the term "full and open competition" has the meaning provided that term in section 4(6) of the Office of Federal Procurement Policy Act (41 U.S.C. 403(6)).]

[SEC. 352. 49 U.S.C. 31112 is amended by adding the following new subsection:

"(4) Nebraska may continue to allow to be operated under paragraphs (b)(1) and (b)(2) of this section, the State of Nebraska may allow longer combination vehicles that were not in actual operation on June 1, 1991 to be operated within its boundaries to transport sugar beets from the field where such sugar beets are harvested to storage, market, factory or stockpile or from stockpile to storage, market or factory. This provision shall expire on September 30, 1997.".]

[SEC. 353. (a) Section 120(c) of title 23, United States Code, is amended by inserting "rail-highway crossing closure," after "carpooling and vanpooling."

(b) Section 130 of such title is amended by adding at the end the following:

"(i) INCENTIVE PAYMENTS FOR AT-GRADE CROSSING CLOSURES.—

“(1) IN GENERAL.—Notwithstanding any other provision of this section and subject to paragraphs (2) and (3), a State may, from sums available to the State under this section, make incentive payments to local governments in the State upon the permanent closure by such governments of public at-grade railway-highway crossings under the jurisdiction of such governments.

“(2) INCENTIVE PAYMENTS BY RAILROADS.—A State may not make an incentive payment under paragraph (1) to a local government with respect to the closure of a crossing unless the railroad owning the tracks on which the crossing is located makes an incentive payment to the government with respect to the closure.

“(3) AMOUNT OF STATE PAYMENT.—The amount of the incentive payment payable to a local government by a State under paragraph (1) with respect to a crossing may not exceed the lesser of—

“(A) the amount of the incentive payment paid to the government with respect to the crossing by the railroad concerned under paragraph (2); or

“(B) \$7,500.

“(4) USE OF STATE PAYMENTS.—A local government receiving an incentive payment from a State under paragraph (1) shall use the amount of the incentive payment for transportation safety improvements.”]

[SEC. 354. LIMITATION ON FUNDS USED TO ENFORCE REGULATIONS REGARDING ANIMAL FATS AND VEGETABLE OILS.—None of the funds made available in this Act may be used by the Coast Guard to issue, implement, or enforce a regulation or to establish an interpretation or guideline under the Edible Oil Regulatory Reform Act (Public Law 104–55) or the amendments made by that Act that does not recognize and provide for, with respect to fats, oils, and greases (as described in that Act or the amendments made by that Act) differences in—

(1) physical, chemical, biological, and other relevant properties; and

(2) environmental effects.]

[SEC. 355. Of the funds made available to the Federal Railroad Administration, up to \$200,000 may be made available from the Office of the Administrator to establish and operate the Institute for Railroad Safety as authorized by the Swift Rail Development Act of 1994.]

[SEC. 356. No funds appropriated under this Act shall be used to levy penalties prior to September 1, 1997, on the States of Maine or New Hampshire based on non-compliance with Federal vehicle weight limitations.]

[TITLE IV—MISCELLANEOUS HIGHWAY PROVISIONS]

[SEC. 401. Notwithstanding any other provision of law, semitrailer units operating in a truck tractor-semi-trailer combination whose semi-trailer unit is more than forty-eight feet in length and truck tractor-semi-trailer-trailer combinations specified in section 31111(b)(1) of title 49, United States Code, may not operate on United States Route 15 in Virginia between the Maryland border and the intersection with United States Route 29.]

[SEC. 402. Item 30 of the table contained in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2050), relating to Mobile, Alabama, is amended in the second column by inserting after “Alabama” the following: “and for feasibility studies, preliminary engineering, and construction of a new bridge and approaches over the Mobile River”.]

[SEC. 403. Item 94 of the table contained in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2052), relating to St. Thomas, Virgin Islands, is amended—

(1) by striking “St. Thomas,”; and

(2) by inserting after “the island” the following: “of St. Thomas and improvements to the VIPA Molasses Dock intermodal port facility on the island of St. Croix to make the facility capable of handling multiple cargo tasks”.]

[SEC. 404. The funds authorized to be appropriated for highway-railroad grade crossing separations in Mineola, New York, under the head “Highway-Railroad Grade Crossing Safety Demonstration Project (Highway Trust Fund)” in House Report 99–976 and section 302(l) of Public Law 99–591 are hereby also authorized to be appropriated for other grade crossing improvements in Nassau and Suffolk Counties in New York and shall be available in accordance with the terms of the original authorization in House Report 99–976.]

[SEC. 405. The Secretary of Transportation is hereby authorized to enter into an agreement modifying the agreement entered into pursuant to section 336 of the Department of Transportation and Related Agencies Appropriations Act, 1995 (Public Law 103–331) and section 356 of the Department of Transportation and Related Agencies Appropriations Act, 1996 (Public Law 104–50) to provide an additional line of credit not to exceed \$25,000,000, which may be used to replace otherwise required contingency reserves: *Provided however*, That the Secretary may only enter into such modification if it is supported by the amount of the original appropriation (provided by section 336 of Public Law 103–331). No additional appropriation is made by this section. In implementing this section, the Secretary may enter into an agreement requiring an interest rate, on both the original line of credit and the additional amount provided for herein, higher than that currently in force and higher than that specified in the original appropriation. An agreement entered into pursuant to this section may not obligate the Secretary to make any funds available until all remaining contingency reserves are exhausted, and in no event shall any funds be made available before October 1, 1998.]

[SEC. 406. Public Law 100–202 is amended in the item relating to “Traffic Improvement Demonstration Project” by inserting after “project” the following: “or upgrade existing local roads”.]

[SEC. 407. The amount appropriated for the Lake Shore Drive extension study, Whiting, Indiana, under the matter under the heading “SURFACE TRANSPORTATION PROJECTS” under the heading “FEDERAL HIGHWAY ADMINISTRATION” in title I of the Department of Transportation and Related Agencies Appropriations Act, 1995 (Public Law 103–331; 108 Stat. 2478), shall be made available to carry out the congestion relief project for the construction of a 4-lane road and overpass at Merrillville, Indiana, authorized by item 35 of section 1104(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2030).]

[SEC. 408. HIGHWAY SAFETY IMPROVEMENT PROJECT, MICHIGAN.—Of the amount appropriated for the highway safety improvement project, Michigan, under the matter under the heading “SURFACE TRANSPORTATION PROJECTS” under the heading “FEDERAL HIGHWAY ADMINISTRATION” in title I of the Department of Transportation and Related Agencies Appropriations Act, 1995 (Public Law 103–331; 108 Stat. 2478), for the purposes of right-of-way acquisition for Baldwin Road, and engineering, right-of-way acquisition, and construction between Walton Boulevard and Dixie Highway, \$2,000,000 shall be made available for construction of Baldwin Road.]

[SEC. 409. Transfer of Funds Among Minnesota Highway Projects.—

(a) IN GENERAL.—Such portions of the amounts appropriated for the Minnesota highway projects described in subsection (b) that have not been obligated as of December 31, 1996, shall be made available to carry out the 34th Street Corridor Project in Moorhead, Minnesota, authorized by section 149(a)(5)(A)(iii) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100–17; 101 Stat. 181) (as amended by section 340(a) of the National Highway System Designation Act of 1995 (Public Law 104–59; 109 Stat. 607)).

(b) PROJECTS.—The Minnesota highway projects described in this subsection are—

(1) the project for Saint Louis County authorized by section 149(a)(76) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100–17; 101 Stat. 192); and

(2) the project for Nicollet County authorized by item 159 of section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2056).]

[SEC. 410. Item 52 in the table contained in section 1106(a)(2) and items 19 and 20 in the table contained in section 1107(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2037–2059) are each amended by inserting “Mifflin, Fulton and Clearfield,” after “Franklin.”.] (*Department of Transportation and Related Agencies Appropriations Act, 1997.*)

SEC. [5501] 324. In fiscal year [1997] 1998, the Administrator of the Federal Aviation Administration may establish at individual airports such consortia of government and aviation industry representatives as the Administrator may designate to provide advice on matters related to aviation security and safety: *Provided*, That such consortia shall not be considered Federal advisory committees.

[SEC. 5502. In cases where an emergency ocean condition causes erosion of a bank protecting a scenic highway or byway, fiscal year 1996 or fiscal year 1997 Federal Highway Administration Emergency Relief funds can be used to halt the erosion and stabilize the bank

if such action is necessary to protect the highway from imminent failure and is less expensive than highway relocation.]

[SEC. 5503. Of the funds deducted under 23 U.S.C. subsection 104(a) for fiscal year 1997, \$30,000,000 shall be available for allocation to States authorized by section 1069(y) of Public Law 102-240.]

[SEC. 5504. Conveyance of Property in Traverse City, Michigan. (a) AUTHORITY TO CONVEY.—The Secretary of Transportation (or any other official having control over the property described in subsection (b)) shall expeditiously convey to the Traverse City Area Public School District in Traverse City, Michigan, without consideration, all right, title, and interest of the United States in and to the property identified, described, and determined by the Secretary under subsection (b), subject to all easements and other interests in the property held by any other person.

(b) IDENTIFICATION OF PROPERTY.—The Secretary shall identify, describe, and determine the property to be conveyed pursuant to this section.

(c) REVERSIONARY INTEREST.—In addition to any term or condition established pursuant to subsection (a) or (d), any conveyance of property described in subsection (b) shall be subject to the condition that all right, title, and interest in and to the property so conveyed shall immediately revert to the United States if the property, or any part thereof, ceases to be used by the Traverse City Area Public School District.

(d) TERMS OF CONVEYANCE.—The conveyance of property under this section shall be subject to such conditions as the Secretary considers to be necessary to assure that—

(1) the pump room located on the property shall continue to be operated and maintained by the United States for as long as it is needed for this purpose;

(2) the United States shall have an easement of access to the property for the purpose of operating and maintaining the pump room; and

(3) the United States shall have the right, at any time, to enter the property without notice for the purpose of operating and maintaining the pump room.]

[SEC. 5505. AUTHORITY TO CONVEY WHITEFISH POINT LIGHT STATION LAND.

(a) AUTHORITY TO CONVEY.—

(1) IN GENERAL.—Except as otherwise provided in this section, the Secretary of the Interior (in this section referred to as the "Secretary") may convey, by an appropriate means of conveyance, all right, title, and interest of the United States in 1 of the 3 parcels comprising the land on which the United States Coast Guard Whitefish Point Light Station is situated (in this section referred to as the "Property"), to each of the Great Lakes Shipwreck Historical Society, located in Sault Ste. Marie, Michigan, the United States Fish and Wildlife Service, and the Michigan Audubon Society (each of which is referred to in this section as a "recipient"), subject to all easements, conditions, reservations, exceptions, and restrictions contained in prior conveyances of record.

(2) LIMITATION.—Notwithstanding paragraph (1), the Secretary shall retain for the United States all right, title, and interest in—

(A) any historical artifact, including any lens or lantern, and

(B) the light, antennas, sound signal, towers, associated lighthouse equipment, and any electronic navigation equipment, which are active aids to navigation, which is located on the Property, or which relates to the Property.

(3) IDENTIFICATION OF THE PROPERTY.—The Secretary may identify, describe, and determine the parcels to be conveyed pursuant to this section.

(4) RIGHTS OF ACCESS.—If necessary to ensure access to a public roadway for a parcel conveyed under this section, the Secretary shall convey with the parcel an appropriate appurtenant easement over another parcel conveyed under this section.

(5) EASEMENT FOR PUBLIC ALONG SHORELINE.—In each conveyance under this section of property located on the shoreline of Lake Superior, the Secretary shall retain for the public, for public walkway purposes, a right-of-way along the shoreline that extends 30 feet inland from the mean high water line.

(b) TERMS AND CONDITIONS.—

(1) IN GENERAL.—Any conveyance pursuant to subsection (a) shall be made—

(A) without payment of consideration; and

(B) subject to such terms and conditions as the Secretary considers appropriate.

(2) MAINTENANCE OF NAVIGATION FUNCTIONS.—The Secretary shall ensure that any conveyance pursuant to this section is subject to such conditions as the Secretary considers to be necessary to assure that—

(A) the light, antennas, sound signal, towers, and associated lighthouse equipment, and any electronic navigation equipment, which are located on the Property and which are active aids to navigation shall continue to be operated and maintained by the United States for as long as they are needed for this purpose;

(B) the recipients may not interfere or allow interference in any manner with such aids to navigation without express written permission from the United States;

(C) there is reserved to the United States the right to relocate, replace, or add any aids to navigation, or make any changes on any portion of the Property as may be necessary for navigation purposes;

(D) the United States shall have the right, at any time, to enter the Property without notice for the purpose of maintaining aids to navigation;

(E) the United States shall have—

(i) an easement of access to and across the Property for the purpose of maintaining the aids to navigation and associated equipment in use on the Property; and

(ii) an easement for an arc of visibility; and

(F) the United States shall not be responsible for the cost and expense of maintenance, repair, and upkeep of the Property.

(3) MAINTENANCE OBLIGATION.—The recipients shall not have any obligation to maintain any active aid to navigation equipment on any parcel conveyed pursuant to this section.

(c) PROPERTY TO BE MAINTAINED IN ACCORDANCE WITH CERTAIN LAWS.—Each recipient shall maintain the parcel conveyed to the recipient pursuant to subsection (a) in accordance with the provisions of the National Historic Preservation Act (16 U.S.C. 470 et seq.), and other applicable laws.

(d) MAINTENANCE STANDARD.—Each recipient shall maintain the parcel conveyed to the recipient pursuant to subsection (a), at its own cost and expense, in a proper, substantial, and workmanlike manner, including the easements of access, the easement for an arc of visibility, the nuisance easement, and the underground easement.

(e) SHARED USE AND OCCUPANCY AGREEMENT.—The Secretary shall require, as a condition of each conveyance of property under this section, that all of the recipients have entered into the same agreement governing the shared use and occupancy of the existing Whitefish Point Light Station facilities. The agreement shall be drafted by the recipients and shall include—

(1) terms governing building occupancy and access of recipient staff and public visitors to public restrooms, the auditorium, and the parking lot; and

(2) terms requiring that each recipient shall be responsible for paying a pro rata share of the costs of operating and maintaining the existing Whitefish Point Light Station facilities, that is based on the level of use and occupancy of the facilities by the recipient.

(f) LIMITATIONS ON DEVELOPING AND IMPAIRING USES.—It shall be a term of each conveyance under this section that—

(1) no development of new facilities or expansion of existing facilities or infrastructure on property conveyed under this section may occur, except for purposes of implementing the Whitefish Point Comprehensive Plan of October 1992 or for a gift shop, unless—

(A) each of the recipients consents to the development or expansion in writing;

(B) there has been a reasonable opportunity for public comment on the development or expansion, and full consideration has been given to such public comment as is provided; and

(C) the development or expansion is consistent with preservation of the Property in its predominantly natural, scenic, historic, and forested condition; and

(2) any use of the Property or any structure located on the property which may impair or interfere with the conservation values of the Property is expressly prohibited.

(g) REVERSIONARY INTEREST.—

(1) IN GENERAL.—All right, title, and interests in and to property and interests conveyed under this section shall revert to the United States and thereafter be administered by the Sec-

retary of Interior acting through the Director of the United States Fish and Wildlife Service, if—

(A) in the case of such property and interests conveyed to the Great Lakes Shipwreck Historical Society, the property or interests cease to be used for the purpose of historical interpretation;

(B) in the case of such property and interests conveyed to the Michigan Audubon Society, the property or interests cease to be used for the purpose of environmental protection, research, and interpretation; or

(C) in the case any property and interest conveyed to a recipient referred to in subparagraph (A) or (B)—

(i) there is any violation of any term or condition of the conveyance to that recipient; or

(ii) the recipient has ceased to exist.

(2) AUTHORITY TO ENFORCE REVERSIONARY INTEREST.—The Secretary of the Interior, acting through the Director of the United States Fish and Wildlife Service, shall have the authority—

(A) to determine for the United States Government whether any act or omission of a recipient results in a reversion of property and interests under paragraph (1); and

(B) to initiate a civil action to enforce that reversion, after notifying the recipient of the intent of the Secretary of the Interior to initiate that action.

(3) MAINTENANCE OF NAVIGATION FUNCTIONS.—In the event of a revision of property under this subsection, the Secretary of the Interior shall administer the property subject to any conditions the Secretary of Transportation considers to be necessary to maintain the navigation functions.】

【SEC. 5506. CONVEYANCE OF LIGHTHOUSES. (a) AUTHORITY TO CONVEY.—

(1) IN GENERAL.—The Secretary of Transportation or the Secretary of the Interior, as appropriate, shall convey, by an appropriate means of conveyance, all right, title, and interest of the United States in and to each of the following properties:

(A) Saint Helena Island Light Station, located in MacKinac County, Moran Township, Michigan, to the Great Lakes Lighthouse Keepers Association.

(B) Presque Isle Light Station, located in Presque Isle Township, Michigan, to Presque Isle Township, Presque Isle County, Michigan.

(2) IDENTIFICATION OF PROPERTY.—The Secretary may identify, describe, and determine the property to be conveyed under this subsection.

(3) EXCEPTION.—The Secretary may not convey any historical artifact, including any lens or lantern, located on the property at or before the time of the conveyance.

(b) TERMS OF CONVEYANCE.—

(1) IN GENERAL.—The conveyance of property under this section shall be made—

(A) without payment of consideration; and

(B) subject to the conditions required by this section and other terms and conditions the Secretary may consider appropriate.

(2) REVERSIONARY INTEREST.—In addition to any term or condition established under this section, the conveyance of property under this subsection shall be subject to the condition that all right, title, and interest in the property shall immediately revert to the United States if—

(A) the property, or any part of the property—

(i) ceases to be used as a nonprofit center for the interpretation and preservation of maritime history;

(ii) is not maintained in a manner that ensures its present or future use as a Coast Guard aid to navigation; or

(iii) ceases to be maintained in a manner consistent with the provisions of the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.); or

(B) at least 30 days before that reversion, the Secretary of Transportation provides written notice to the owner that the property is needed for national security purposes.

(3) MAINTENANCE OF NAVIGATION FUNCTIONS.—A conveyance of property under this section shall be made subject to the conditions that the Secretary of Transportation considers to be necessary to assure that—

(A) the lights, antennas, sound signal, electronic navigation equipment, and associated lighthouse equipment located on the property conveyed, which are active aids to navigation, shall con-

tinue to be operated and maintained by the United States for as long as they are needed for this purpose;

(B) the owner of the property may not interfere or allow interference in any manner with aids to navigation without express written permission from the Secretary of Transportation;

(C) there is reserved to the United States the right to relocate, replace or add any aid to navigation or make any changes to the property as may be necessary for navigational purposes;

(D) the United States shall have the right, at any time, to enter the property without notice for the purpose of maintaining aids to navigation; and

(E) the United States shall have an easement of access to and across the property for the purpose of maintaining the aids to navigation in use on the property.

(4) OBLIGATION LIMITATION.—The owner of property conveyed under this section is not required to maintain any active aid to navigation equipment on the property.

(5) PROPERTY TO BE MAINTAINED IN ACCORDANCE WITH CERTAIN LAWS.—The owner of property conveyed under this section shall maintain the property in accordance with the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.) and other applicable laws.

(c) MAINTENANCE STANDARD.—The owner of any property conveyed under this section, at its own cost and expense, shall maintain the property in a proper, substantial, and workmanlike manner.

(d) DEFINITIONS.—For purposes of this section:

(1) the term “owner” means the person identified in subsection a(1)(A) and (B), and includes any successor or assign of that person.

(2) The term “Presque Isle Light Station” includes the light tower, attached dwelling, detached dwelling, 3-car garage, and any other improvements on that parcel of land.】 (*Omnibus Consolidated Appropriations Act, 1997.*)

SEC. 325. *Notwithstanding any other provision of law, an amount not to exceed 5 percent of any discretionary appropriation (pursuant to the Balanced Budget and Emergency Deficit Control Act, as amended) which is available in this Act for the current fiscal year for the Department of Transportation may be transferred between such appropriations: Provided, That no such appropriation, except as otherwise specifically provided, shall be increased by more than 10 percent by any such transfers: Provided further, That any transfer pursuant to this section shall be treated as a reprogramming of funds.*

SEC. 326. *In addition to funds provided in this or any other Act, the Department of Transportation is authorized to receive and use funds resulting from fees charged to providers of telecommunications services for using Federal property for the siting of mobile service antennas. Provided: That in fiscal year 1998 and thereafter, all such payments received by the Department shall be credited to appropriate accounts contained in this Act for operations, salaries and other expenses.*

SEC. 327. *Notwithstanding 49 U.S.C. 41742, no essential air service shall be provided to communities in the forty-eight contiguous States that are located fewer than seventy highway miles from the nearest large and medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than two hundred and ten miles from the nearest large or medium hub airport.*

SEC. 328. (a) USER FEES.—*The Secretary of Transportation shall prescribe by regulation a schedule of fees for railroad carriers subject to 49 U.S.C. 201. The fees—*

(1) *shall cover the costs incurred by the Federal Railroad Administration in carrying out chapter 201 (except section 20108(a)), and chapter 51 of title 49, U.S.C.;*

(2) *shall be imposed fairly on the railroad carriers, in reasonable relationship to an appropriate combination of criteria such as revenue ton-miles, track miles, passenger miles, or other relevant factors; and*

(3) *may not be based on that part of industry revenues attributable to a railroad carrier or class of railroad carriers.*

(b) COLLECTION PROCEDURES.—*The Secretary shall prescribe procedures to collect the fees. The Secretary may use the services of a department, agency, or instrumentality of the United States Government or of a State or local authority to collect the fees, and may reimburse the department, agency, or instrumentality a reasonable amount for its services.*

(c) COLLECTION, DEPOSIT, AND USE.—(1) *The Secretary shall impose and collect fees under this section for each fiscal year (beginning in fiscal year 1998) before the end of the fiscal year.*

(2) Fees collected under this section shall be deposited in the General Fund of the Treasury as offsetting receipts. The fees may be used, to the extent provided in advance in appropriations law,

only to carry out this part and Federal Railroad Administration activities in connection with chapter 51 of title 49, U.S.C.